

Submission I001 (Jenny Abbe, August 22, 2011)

Fresno - Bakersfield - RECORD #133 DETAIL	
Status :	No Action Required
Record Date :	8/22/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	8/22/2011
Submission Method :	Website
First Name :	Jenny
Last Name :	Abbe
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Redding
State :	CA
Zip Code :	96002
Telephone :	5302091857
Email :	jennyabbe@gmail.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	I support the Fresno-Bakersfield portion of the high speed rail link. My great-grandparents lived in Fresno, and worked for the railroad. They relied on rail transport for all their travel, including from Los Angeles to Lake Tahoe each summer starting at the turn of the last century. In return for some admitted inconvenience today to a relatively small swath of homeowners and businesses, millions will benefit in the future. By failing to find solutions now, the costs to society will grow exponentially. Please don't allow the U.S. to fall further behind in new technology. Approval of this EIR will ultimately help to roll back the environmental damage our combustion car culture has wrought, and allow business, consumers and families a safe and direct travel mode. We look forward to our first trip on California's High-Speed Rail.
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	Yes

I001-1

Response to Submission I001 (Jenny Abbe, August 22, 2011)

I001-1

Refer to Standard Response FB-Response-GENERAL-09.

Submission I002 (Michele Abbott, September 22, 2011)

09-22-11P03:01 RCVD

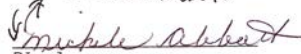
Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed: Michele Abbott


[Name]

[Organization]

9-15-11
Date

Response to Submission I002 (Michele Abbott, September 22, 2011)

I002-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I003 (Karen Allen, August 27, 2011)

High Speed-Rail Authorities:

I003-1

Please do not use the optional Corcoran Bypass route.

Many families will be disrupted with this optional route.

Please stay on the Established Transportation Corridor; it's the best alignment for this project.

Thank you,

Karen Allen
529 E. Orange Ave.
Corcoran, California 93212

559-313-5617

Response to Submission I003 (Karen Allen, August 27, 2011)

I003-1

Refer to Standard Response FB-Response-GENERAL-05, FB-Response-GENERAL-10,
FB-Response-GENERAL-14, FB-Response-SO-04.

Submission I004 (Karen Allen, August 29, 2011)

August 29, 2011

High Speed Rail Authorities:

I004-1

We citizen of Corcoran that live in the Corcoran Bypass area do not oppose the HSR going through. Our only hope is for you to step up and make sure it goes on an established transportation corridor, which would be through the town not the by pass area.

The towns' people don't want it at all and others do, but just not on the transportation corridor, they want it to go the route of the Corcoran bypass, which if that happens it would up-root many, many families who have lived in this area for years.

Twenty-eight (28) years for my family and some others fifty (50) years or more.

PLEASE, PLEASE, I'M BEGGING YOU, to use the established transportation corridor, which is the BNSF alignment, and let the people who live in the optional Corcoran Bypass area live and stay in their homes.

Please consider the correct alignment for this project.

Thank you for your time,

Karen Allen
529 E. Orange Ave.
Corcoran, Ca 93212

559-313-5617

Response to Submission I004 (Karen Allen, August 29, 2011)

I004-1

Refer to Standard Responses FB-Response-GENERAL-02 and FB-Response-GENERAL-10.

Submission I005 (Karen Allen, September 6, 2011)

Sept. 2011

SEP 06 2011

09-06-11P03:26 RCVD

High Speed Rail Authorities:

This concerns the town of Corcoran, California


I005-1 | I understand that the east side of the BNSF tracks would be the best established transportation corridor for the HSR. It would only take out an old Boswell building that isn't used that much anymore, now it's mostly for storage which could be moved elsewhere. Some vacant building no long in use would also be affected. The west side of BNSF would take much more from town including homes. The elevated alignment seems to work out better, just more costly.

I005-2 | The City officials would rather you use the **optional route of the Corcoran Bypass**. Please don't use this **optional route** which isn't an established transportation corridor.

I005-3 | Many long time families live here including myself and most of us aren't able or financially able to move and have no idea where we would even go since this area has been our home for many years.

Please consider the established transportation corridor for the High Speed-Rail.

Thank you,



Karen Allen
529 E. Orange Ave.
Corcoran, California 93212

559-313-5617

Response to Submission I005 (Karen Allen, September 6, 2011)

I005-1

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #10 and Impact SO #11, for residential and commercial/industrial business displacement comparisons for the BNSF Alternative through Corcoran and the Corcoran Elevated Alternative.

I005-2

Refer to Standard Response FB-Response-GENERAL-10.

I005-3

Refer to Standard Response FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the EIR/EIS.

Submission I006 (Dewey Allen, September 8, 2011)

I006-1

High Speed-Rail Authorities;

09-08-11P02:39

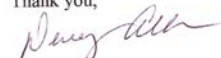
SEP 08 2011

I am just one of many who voted for the High Speed-Rail.

I'm all for progress and also for what we voted for and that was to go down an established transportation corridor. You have the Corcoran Bypass as an option.

I don't have an option I'm physically and financially unable to relocate. Stay on track the right track and forget the Corcoran Bypass.

Thank you,


Dewey Allen
529 E. Orange Ave.
Corcoran, Ca 93212

559-768-3595

Response to Submission I006 (Dewey Allen, September 8, 2011)

I006-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

Submission I007 (Karen Allen, September 9, 2011)



CALIFORNIA
High-Speed Rail Authority

09-09-11P02:46 RCVD

SEP 09 2011

Comment Card

Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

Public Hearings
September 2011

Please submit your completed comment card at the
end of the meeting, or mail to:

Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

**La Sección de Fresno a Bakersfield del Tren de Alta
Velocidad** Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)

Audiencias Públicas
Septiembre del 2011

Por favor entregue su tarjeta completada al final de la
reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 15 to September
28, 2011. Comments must be received electronically, or
postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28
de Septiembre del 2011. Los comentarios tienen que ser
recibidos electrónicamente, o matasellados, el o antes
del 28 de Septiembre del 2011.

Name/Nombre: Karen Allen
Organization/Organización: Home owner
Address/Domicilio: 529 E. ORANGE AVE.
Phone Number/Número de Teléfono: 559-313-5617
City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran, CA 93212
E-mail Address/Correo Electrónico: Allen Ky K9@aol.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

September 2011

High Speed-Rail Authorities:

I007-1

Please do not use the
optional Corcoran Bypass Route.

Many families will be disrupted
with this route.

I007-2

Please stay on the established
Transportation Corridors it is the best
alignment for this project.

Thank you Karen Allen



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
Federal Railroad
Administration

Response to Submission I007 (Karen Allen, September 9, 2011)

I007-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

I007-2

Refer to Standard Response FB-Response-GENERAL-02.

Submission I008 (Karen Allen, September 12, 2011)

Sept, 2011

09-12-11 04:22 RCVD

SEP 12 2011

High Speed Rail Authorities:

I008-1 We citizen of Corcoran that live in the Corcoran Bypass area do not oppose the HSR going through. Our only hope is for you to step up and make sure it goes on an established transportation corridor, which would be through the town not the by pass area.

I008-2 The towns' people don't want it at all and others do, but just not on the transportation corridor, they want it to go the route of the Corcoran bypass, which if that happens it would up-root many, many families who have lived in this area for years. Twenty-eight (28) years for my family and some others fifty (50) years or more.

PLEASE, PLEASE, I'M BEGGING YOU, to use the established transportation corridor, which is the BNSF alignment, and let the people who live in the optional Corcoran Bypass area live and stay in their homes.

Please consider the correct alignment for this project.

Thank you for your time.

Karen Allen
Karen Allen
529 E. Orange Ave.
Corcoran, Ca 93212

559-313-5617

Response to Submission I008 (Karen Allen, September 12, 2011)

I008-1


Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

I008-2

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-04.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the EIR/EIS.

Submission I009 (Dewey Allen, September 16, 2011)

 **CALIFORNIA** High-Speed Rail Authority 09-16-11P03:23 RCVD **Comment Card**
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**
Draft Environmental Impact Report/ Proyecto de Informe de Impacto Ambiental/
Environmental Impact Statement (EIR/EIS) Declaración de Impacto Ambiental (EIR/EIS)
Public Hearings **Audiencias Públicas**
September 2011 **Septiembre del 2011**

Please submit your completed comment card at the end of the meeting, or mail to: Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011. El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Dewey Allen
Organization/Organización: Home Owner
Address/Domicilio: 529 E. ORANGE, Ave.
Phone Number/Número de Teléfono: 559-786-3595
City, State, Zip Code/Ciudad, Estado, Código Postal: Corcoran Ca. 93212
E-mail Address/Correo Electrónico: Allen Ky R9 @ aol.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

High Speed-Rail-

I009-1 I am just one of many who voted for the High Speed Rail

I009-2 I'm all for progress and also for what we voted for and that was to go down an established transportation corridor.

I009-3 You have the Corcoran Bypass as an option

al don't have an option am physically and financially unable to relocate.

Stay on track the right track and forget the Corcoran Bypass.

Thank you
Dewey Allen

Response to Submission I009 (Dewey Allen, September 16, 2011)

I009-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

I009-2

Refer to Standard Response FB-Response-SO-01.

I009-3

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

Submission I010 (Karen Allen, September 22, 2011)

09-22-11P03:05 RCVD

High Speed-Rail Authorities:

I010-1

Please do not use the optional Corcoran Bypass route.

Many families will be disrupted with this optional route.

I010-2

Please stay on the Established Transportation Corridor; it's the best alignment for this project.

Thank you,



Karen Allen

529 E. Orange Ave.

Corcoran, California 93212

559-313-5617

Response to Submission I010 (Karen Allen, September 22, 2011)


I010-1


Refer to Standard Response FB-Response-GENERAL-10.

I010-2

Refer to Standard Response FB-Response-GENERAL-02.

Submission I011 (Karen Allen, October 13, 2011)

 **CALIFORNIA**
High-Speed Rail Authority

 10-13-11P04:09 RCVD

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:
August 15-October 13

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Karen Allen
Organization/Organización: Homeowner
Address/Domicilio: 529 ORANGE AVE
Phone Number/Número de Teléfono: 559-313-5617
City, State, Zip Code/Ciudad, Estado, Código Postal: Cerritos Ca. 93212
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

HSR.

I011-1 | You need to use Hwy 99 or I-5
instead of going through Kings County that
alignment will destroy and take out many
homes - including mine.
Please rethink your route.

Response to Submission I011 (Karen Allen, October 13, 2011)

I011-1

Refer to Standard Responses FB-Response-GENERAL-02 and FB-Response-GENERAL-10.

Submission I012 (Carolyn Amason, October 7, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #474 DETAIL	
Status :	Action Pending
Record Date :	10/7/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/7/2011
Submission Method :	Website
First Name :	Carolyn
Last Name :	Amason
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93312
Telephone :	
Email :	digsmom1@aol.co
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	I believe we need the additional 60 days to review the California High Speed Rail project for both its impact and its placement.
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	Yes

I012-1 |

Response to Submission I012 (Carolyn Amason, October 7, 2011)

I012-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I013 (Rick Amerson, October 11, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #557 DETAIL	
Status :	Action Pending
Record Date :	10/11/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/11/2011
Submission Method :	Website
First Name :	Rick
Last Name :	Amerson
Professional Title :	Realtor
Business/Organization :	Lemoore Real Estate
Address :	
Apt./Suite No. :	
City :	Lemoore
State :	CA
Zip Code :	93245
Telephone :	559-924-8355
Email :	rickyamerson@sbcglobal.net
Email Subscription :	
Cell Phone :	
Add to Mailing List :	No
Stakeholder Comments/Issues :	I am against the California High-Speed Rail due to the burden of the cost. California can not agree on a budget but yet it feels necessary to build a high speed rail which will not generate income nor will it boost the economy on the long term. The rail will also hurt the current economy provider in the area which is farming. For the record.....STOP THE RAIL.
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	Yes

I013-1

Response to Submission I013 (Rick Amerson, October 11, 2011)

I013-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission I014 (Anton Andersen, October 13, 2011)

Fresno - Bakersfield - RECORD #1350 DETAIL

Status : Action Pending
Record Date : 10/27/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/13/2011
Submission Method : Project Email
First Name : Anton
Last Name : Andersen
Professional Title : P.E. Cal. Lic. C-32771
Business/Organization :

Address :
Apt./Suite No. :
City :
State : CA
Zip Code : NA
Telephone : 619-677-3571
Email : atsf49c@cox.net

Email Subscription :
Cell Phone :

Add to Mailing List : No

Stakeholder Comments/Issues : My letter to Mr. van Ark of July 4, 2011, explained my position on this segment. In short, the PEIR/EIS was flawed in its assumptions and conclusions. Therefor this document is flawed. The various deviations from the BNSF proves this.

Given that there is little I can do at this time to change you back to a shorter and cheaper alignment the best comments that I can give are these:

- I014-1 | 1. Use the least expensive alignment. That is the only hope to complete this project.
- I014-2 | 2. Use curves designed for 300mph. Equipment improvements will allow this so be ready for it.
3. Design for the 500-year flood.

Anton Andersen P.E. Cal. Lic. C-32771
619-677-3571

EIR/EIS Comment : Yes

Response to Submission I014 (Anton Andersen, October 13, 2011)

I014-1

The Authority will use the information in the Revised DEIR/Supplemental DEIS and input from the agencies and public to identify the Preferred Alternative. The Authority's decision will include consideration of the project purpose and need and the project objectives presented in Chapter 1, Project Purpose and Need, as well as the objectives and criteria in the alternatives analysis and the comparative potential for environmental impacts.

I014-2

Refer to Standard Response FB-Response-GENERAL-01.

The current proposed maximum sustained HST operating speed is 220 miles per hour (mph). The design speed of 250 mph allows speed increases in the future and is consistent with other planned high-speed train networks (e.g., High Speed 2 in the United Kingdom, <http://en.wikipedia.org/wiki/HS2>). A higher design speed would reduce the alignment flexibility and increase the project cost. The planned design and operating speeds are intended to meet the requirements of Proposition 1A.

The track alignment is designed to be above the 200-year flood level; however, critical wayside facilities such as yards, traction power substations, and communication houses are designed to be above the 500-year flood level. These criteria are set out in Technical Memorandum 2.6.5, the Hydraulics and Hydrology Design Guidelines for the California HST (Authority 2011h).

Submission I015 (Daniel Anderson, September 22, 2011)

Fresno - Bakersfield - RECORD #329 DETAIL

Status : Action Pending
Record Date : 9/22/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 9/22/2011
Submission Method : Website
First Name : Daniel
Last Name : Anderson
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93307
Telephone :
Email : dragondogz002@gmail.com
Email Subscription : All Sections
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues :
EIR/EIS Comment :

This rail is a complete waste of our states money. The government is in deficit and a rail is not needed for our city at this time. If the rail was to be passed, Bakersfield High School , which has existed since before Bakersfield was even founded, would have some of its campus torn down for the rail. I am a student at BHS and a constant rider of the Amtrak rail system and i ride it when it is at its "busiest" times and the train is about 50% full. If amtrak is not even full during holidays and the biggest traveling times of the year, why would the high speed rail be necessary. The roadways of California are not the greatest. I have spent my whole life traveling California and out of state and it's not a good thing when you can distinguish California by its poor roadways. Therefore i beleive it would be a better investment to fix our roadways properly rater than waste money our government doesn't have on a rail that will never be used that much. I am one NOT for the rail because i love my school and beleive in what is right for our city.

Yes

I015-1

Response to Submission I015 (Daniel Anderson, September 22, 2011)

I015-1

Refer to Standard Response FB-Response-SO-08.

Submission I016 (Ruth Ashford, October 10, 2011)

RECEIVED

10-10-11P03:19 RCVD

Fresno to Bakersfield High Speed Train Section

Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

Ruth Ashford

278 5th Ave.

Corcoran, CA 93212

559-992-4844

ashfordmachine@onemain.com

October 5, 2011

I016-1 | The DEIR/S fails to describe the project's impact on the environment. The DEIR/S finds that project environmental impacts will be less than significant when taking into consideration the total percent of the land impacted. To the contrary, environmental impacts will be significant. The DEIR/S underestimates the environmental impacts because:

I016-2 | While the DEIR/S addresses the issue of electricity required to operate the High Speed Train and states that it will come from clean energy sources it does not detail the precise sources to be used. In order to avoid impacting the current load placed on the existing energy resources it is important to know what facilities are to be allocated and whether additional new sources are to be constructed. The land and existing uses of that land required for construction must be addressed before the DEIR/S can be complete. If the locations are not known now there is no reason to automatically assume that they will not negatively impact the environment.

I016-3 | For this reason, it is not possible for the DEIR/S to accurately and adequately describe the project's impacts on environmental land use and therefore to identify feasible measures. A revised DEIR/S must be prepared to address these omissions and re-circulated for 6 month comment period.


Ruth Ashford

Response to Submission I016 (Ruth Ashford, October 10, 2011)

I016-1

Refer to Standard Response FB-Response-GENERAL-21.

As discussed in Section 3.13.5.3, although land acquired for the project would constitute a small portion of the total agricultural, industrial, residential, commercial, and public land in the four counties, all nine project alignment alternatives would result in permanent conversion of land in other uses to transportation-related uses. Overall, the effect of the permanent conversion of land for the project would have moderate intensity under NEPA and a significant impact under CEQA. Because final design is not complete, the Revised DEIR/Supplemental DEIS took a conservative approach in identifying a footprint area within which project construction would occur and permanent structures would be placed. The Revised DEIR/Supplemental DEIS then evaluated impacts as if the entire footprint area would be impacted by the project and does not underestimate the environmental impacts of land use.

I016-2

Refer to Standard Response FB-Response-PU&E-02.

I016-3

Refer to Standard Response FB-Response-PU&E-02.

Submission I017 (Raymond Ashford, October 10, 2011)

10-10-11P03:17 RCVD

RECEIVED

Fresno to Bakersfield High Speed Train Section

Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

Raymond Ashford

278 5th Ave.

Corcoran, CA 93212

559-992-4844

ashforamachine@onemain.com

October 5, 2011

I017-1

The DEIR/S fails to describe the project's impact on the environment. The DEIR/S finds that project environmental impacts will be less than significant when taking into consideration the total percent of the land impacted. To the contrary, environmental impacts will be significant. The DEIR/S underestimates the environmental impacts because:

Over several generations the distribution of water within the San Joaquin valley has been organized to both irrigate the maximum amount of land with the most conservative amount of water and avert crippling floods during the years of extreme snowpack. As improvements were made to the canal infrastructure and land uses there has been a decreased threat of significant flooding through the cities and towns of the valley. The High Speed Rail tracks cut randomly through this intricate network of systems without an overall plan to ameliorate the consequences of doing so.

If changes are made without due consideration to this reality the threat of even a normal flood year, let alone a 100 year flood could be catastrophic for residents of the San Joaquin valley. This would also destroy or badly disrupt the track base of a High Speed Rail Train.

I cannot find specific proposals in the DEIR/S that have been drafted to avoid these consequences. I am a designer and manufacturer of irrigation systems and have searched diligently for a plan within the DEIR/S but have not found any.

For this reason, it is not possible for the DEIR/S to accurately and adequately describe the project's impacts on environmental land use and therefore to identify feasible measures. A revised DEIR/S must be prepared to address these omissions and re-circulated for 6 month comment period.



Raymond Ashford

Response to Submission I017 (Raymond Ashford, October 10, 2011)

I017-1

Refer to Standard Response FB-Response-HWR-03.

The HST generally follows the BNSF Railway and/or SR 43. The HST will maintain the conveyance through these transportation corridors by installing culverts or bridges that are at least as large as those that exist through the existing facilities. Culverts or structures would be located at existing streams, at major canals and ditches, and adjacent to culverts on the BNSF Railway where the alignments are parallel. Culverts would be designed to maintain the hydraulic conveyance capacity of the existing stream, canal, ditch, or adjacent culvert. The Authority has been meeting with local districts, municipalities, and other entities to resolve utility conflicts. Detailed design for canal crossings will be finalized as part of the design build project.

Submission I018 (Michael Austin, October 12, 2011)

Fresno - Bakersfield (May 2011 - July 2012) - RECORD #656 DETAIL	
Status :	Action Pending
Record Date :	10/12/2011
Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	10/12/2011
Submission Method :	Website
First Name :	Michael
Last Name :	Austin
Professional Title :	Homeowner
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Hanford
State :	CA
Zip Code :	93230
Telephone :	559-250-1327
Email :	mwaustin_2000@yahoo.com
Cell Phone :	
EIR/EIS Comment :	Yes
Stakeholder Comments/Issues :	DEIR/S fails to adequately describe and characterize Land use Impacts. It underestimates land use impacts because the analysis fails to acknowledge the project's interference with existing neighborhoods. This Project will disrupt existing housing & our quiet enjoyment of our house with the noise & vibration of the HSR trains. Will the HSRA purchase our house & all of our rental real estate because no one else would buy any of the housing in Hanford if this project is built.

I018-1

I018-2

Response to Submission I018 (Michael Austin, October 12, 2011)

I018-1

Refer to Standard Response FB-Response-GENERAL-18.

This comment relates to possible employment with on the HST project and not to an environmental issue. No further response is necessary.

Procurement information can be obtained by contacting the California High-Speed Rail Authority

Attention: Elizabeth Stone, Contracts Office

Address: 770 L. Street, Suite 800

City, State, Zip: Sacramento, CA 95814

Phone: (916) 431-2929

Fax: (916) 322-0827

I018-2

Refer to Standard Response FB-Response-SO-01.

Land owners, including owners of the mineral rights for a property, will be compensated with just compensation as determined in the appraisal process.

For information on vendor and service project contract opportunities see the Authority's website.

Submission I019 (Michael Austin, October 12, 2011)

Fresno - Bakersfield - RECORD #660 DETAIL

Status : Completed
Record Date : 10/12/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 10/12/2011
Submission Method : Website
First Name : Michael
Last Name : Austin
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Hanford
State : CA
Zip Code : 93230
Telephone : 559-584-9002
Email : mwaustin_2000@yahoo.com
Email Subscription : Fresno - Bakersfield, Merced - Fresno
Cell Phone :

Add to Mailing List : Yes

Stakeholder
Comments/Issues : The DEIR/S fails to accurately & completely describe the existing environmental setting & evaluate impacts against the setting. According to HSRA, this project will eliminate the need for the existing Federal California Amtrak train system. How will the HSRA mitigate the impacts of this operation? The unemployed Amtrak staff, existing infrastructure, existing stations, bus operations to outlying cities, existing commuters & business people relying on existing trips to specific cities. The HSRA failed to analyze these impacts financially and or environmentally.

EIR/EIS Comment : Yes

Affiliation Type : Individual

Official Comment Period : Yes

I019-1

Response to Submission I019 (Michael Austin, October 12, 2011)

I019-1

Refer to Standard Response FB-Response-GENERAL-12.

Submission I020 (Mike Austin, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011
Please submit your completed comment card at the
end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

**La Sección de Fresno a Bakersfield del Tren de Alta
Velocidad** Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011
Por favor entregue su tarjeta completada al final de la
reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Mike Austin
Organization/Organización: _____
Address/Domicilio: 358 W Northstar Dr. Hanford, CA 93230
Phone Number/Número de Teléfono: 539-584-9602
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford CA 93230
E-mail Address/Correo Electrónico: maustin@2000c.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I020-1

How will the CHSRA mitigate the damages done to our county
when the project is started in Kings County & is never finished or
connected to Los Angeles or San Francisco
Will you remove all of your improvements that are not being used
& will farmers be able to re farm the property

Response to Submission I020 (Mike Austin, October 12, 2011)

I020-1

Project mitigation will be implemented before construction begins. Therefore, mitigation will be in place when the tracks through Kings County have been constructed. In the event that the project is not completed beyond the Initial Operating System segment, the tracks could be used for the San Joaquin service if Amtrak decided/wished to use them.

Submission I021 (Lee Ayres, September 15, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #203 DETAIL	
Status :	Action Pending
Record Date :	9/15/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	9/15/2011
Submission Method :	Website
First Name :	Lee
Last Name :	Ayres
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Fresno
State :	CA
Zip Code :	93704
Telephone :	559-261-1551
Email :	lsayres@aol.com
Email Subscription :	Fresno - Bakersfield, Merced - Fresno, Sacramento - Merced, San Francisco - San Jose, San Jose - Merced
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	I wish to support the high speed rail section from Bakersfield to Sacramento as the "spine" of the system. Please provide "independent utility" to permit use of the corridor for passenger rail use if HSR is not built. Please provide for a freight rail and truck corridor west of US 99 to relief traffic on US 99 and permit the use of the UP rail corridor for passenger service. Please place the HSR below grade in all cities. Thank you, Lee
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	Yes


I021-1

Response to Submission I021 (Lee Ayres, September 15, 2011)

I021-1

Refer to Standard Response FB-Response-GENERAL-02.

Submission I022 (Barry Baker, August 29, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Barry Baker

Organization/Organización: _____

Address/Domicilio: 2500 Jewetta Ave #42

Phone Number/Número de Teléfono: 661-582-4573

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, Ca 93312

E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

This is _____

why?

08-29-11P03:34 RCVD

AUG 29 2011

8-23-11

Jobs Council Jeff Immelt
Jobs to China - State - Beijing
So Carolina - Right to work state

AUG 29 2011

08-29-11P03:34 RCVD

I022-1

I022-2

This is the train to nowhere
that no one will ride and
has no realistic start or stop
designations! Once you get from
one end to the other then
what? There is no transportation
ie. cost cost - to get anywhere
People in Ca drive cars! Check
out LA 8 lanes in each direction
1 person in each car - This
will not work and will just
cost billions of dollars that
are coming from where? In sure

Submission I022 (Barry Baker, August 29, 2011) - Continued

The politicians have large enough
pockets to hold all the gas
can squeeze out of those that
have paid taxes all our lives.
which brings up my 2nd question
why is this printed in Mexican?
This is the US. Quit giving away
money in that sector and our
budget problem will be solved
Joaquin Gato in Philadelphia passed
today but think about him and
remember his words! IF you
don't know who he was look him
up and read what he had to say.

Barry Baker
2500 Jewetta Ave #42
Bakersfield, Ca 93312
661-587-4573

Response to Submission I022 (Barry Baker, August 29, 2011)

I022-1

Refer to Standard Response FB-Response-GENERAL-09, FB-Response-GENERAL-13.


I022-2

The HST project will not impact transit services that currently exist in the vicinity of the proposed station areas. Also, the HST project will not preclude any expansion of new transit services with the purpose of serving HST passengers.

The Authority and FRA have divided the HST System into logical sections that will support operation of HST service between stations initially, such as between Fresno and Bakersfield, and as the system is expanded. International experience has shown that an HST System can be successfully built in sections over time, with each section attracting additional private investment, and need not be built immediately as a complete system to be successful. Fresno and Bakersfield are the two largest cities in the San Joaquin Valley. They are both surrounded by metropolitan areas and are economic hubs in the region. Given their potential ridership and regional economic importance, they make logical termini for a section of the HST System.

Although not strictly part of the project design, the Authority has established a certain “zone of responsibility” around the proposed stations. To that end, the Authority prepared and distributed Urban Design Guidelines (Authority 2011i), available on the Authority's website, to provide assistance in urban planning for the stations to help achieve great placemaking. The guidelines are based on international examples where cities and transit agencies have incorporated sound urban design principles as integrated elements of large-scale transportation systems. The application of sound urban design principles to the HST System will help to maximize the performance of the transportation investment, enhance the livability of the communities it serves, create long-term value, and sensitively integrate the project into the communities along the HST System corridor. The Authority and FRA have also provided planning grants for cities that could have an HST station to assist them in transit expansion and land use planning in the areas surrounding the stations.

Submission I023 (John & Wanda Bakich, September 12, 2011)

 **CALIFORNIA**
High-Speed Rail Authority

09-12-11P04:21 RCVD Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: John + Wanda Bakich
Organization/Organización: _____
Address/Domicilio: 10806 Enger St.
Phone Number/Número de Teléfono: (661) 589-5370
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA 93312
E-mail Address/Correo Electrónico: wbakich@att.net
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I023-1 We're concerned about the following:
① Decreasing our property value because of
visual + noise.

I023-2 ② Maintenance of right of way, and control
of off road foot and vehicle traffic.
③ Graffiti

Response to Submission I023 (John & Wanda Bakich, September 12, 2011)

I023-1

Refer to Standard Response FB-Response-SO-02, FB-Response-N&V-05, FB-Response-AVR-01, FB-Response-AVR-03.

Potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS, and shown on Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the preferred alternative.

The Authority will work with local jurisdictions to develop appropriate visual/aesthetic treatments. These treatments will need to reflect reasonable costs and meet engineering design parameters. Appropriate treatments will vary by location, but will be compatible with the context of areas adjacent to them. Implementation of mitigation measures will be coordinated during final design and specified to the HST design-build contractor. Section 3.16.7, Mitigation Measures, in the Revised DEIR/Supplemental DEIS, describes various methods for minimizing and mitigating the impacts of constructing and operating the HST.

For information on the potential long-term impacts to property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012g).

I023-2

The Authority would maintain all HST facilities, including the right-of-way and fence, and provide appropriate weed and pest control. Maintenance activities are described in Chapter 2, Section 2.6, Operations and Service Plan of the Revised DEIR/Supplemental DEIS. Section 2.2.8, Maintenance Facilities, describes the different maintenance facilities and activities that would be in place to ensure continued maintenance of the tracks, right-of-way, and trainsets.

I023-2

As discussed in Section 2.2 of the EIR/EIS, the HST System would include a dedicated, fully grade-separated and access-controlled right-of-way. There would be no at-grade road crossings as there now are for existing passenger and freight trains in the project area, and the system plan requires grade-separated overcrossings, undercrossings, and modifications for roadways. Where pedestrian facilities are disrupted by grade separations, the project design would include pedestrian facilities to replace those facilities. During construction, the required Construction Transportation Plan would maintain pedestrian connectivity where compatible with pedestrian safety.

Section 3.16, Aesthetics and Visual Resources, Table 3.16-2 of the Revised DEIR/Supplemental DEIS, has been revised to address graffiti and blight. In addition, mitigation measures for construction have been revised so that any graffiti or visual defacement of temporary fencing and walls will be painted over or removed within 5 business days. Mitigation measures for operations have been revised so that any graffiti or visual defacement or damage of fencing and walls will be painted over or repaired within a reasonable time after notification.

Submission I024 (Supratim Banerjee, October 6, 2011)

Fresno - Bakersfield - RECORD #466 DETAIL

Status : Action Pending
Record Date : 10/7/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/6/2011
Submission Method : Project Email
First Name : Supratim
Last Name : Banerjee
Professional Title : Physician
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93311
Telephone : 661-631-5544
Email : supratimban@pol.net
Email Subscription :
Cell Phone :
Add to Mailing List : Yes

**Stakeholder
Comments/Issues :**

Lisa Lanterman
URS Public Affairs
(916) 679-2210 direct
(916) 642-5406 cell

-----Original Message-----

From: support@pbcommentsense.com
[mailto:support@pbcommentsense.com]
Sent: Thursday, October 06, 2011 9:32 PM
To: bakersfield_palmdale@hsr.ca.gov
Subject: California High-Speed Train Comment

Submission via <http://www.cahighspeedrail.ca.gov/contact.aspx>

First Name: Supratim
Last Name: Banerjee
Contact Category: Bakersfield - Palmdale Interest As: CA Resident
Organization: Comprehensive Cardiovascular
Title: Physician
Email Address: supratimban@pol.net
Telephone: 661 631 5544
City: Bakersfield
State: CA
County: Kern
Zip Code: 93311

Message:
September 27, 2011

Fresno to Bakersfield Draft EIR/EIS Comment
770 L Street -- Suite 800
Sacramento, CA 95814

Re: Objection to the High Speed Railway

Dear Sir/Madam:

With regard to the proposed implementation of a High Speed Railway system, I hereby submit this letter in opposition to this proposed project.

1. Introduction

I am a physician practicing cardiology in Bakersfield for 11 years. Our family is actively involved in Chinmaya Mission, Bakersfield. It is a great organization and serves an important purpose in our community.

2. Background on Church

At Chinmaya Mission, our goal is to provide to individuals, from any background, the wisdom of Vedanta and the practical means for spiritual growth and happiness, enabling them to become positive contributors to society.

Chinmaya Mission Bakersfield has been active in the community since 1995. We have weekly classes for our children which teaches them about the Hindu culture and heritage. We also have weekly Yoga, Meditation, and Adult Study classes which are open to all members of the community. A large number of Non-Hindus attend and participate in

Submission I024 (Supratim Banerjee, October 6, 2011) - Continued

I024-1	<p>these activities. Chinmaya Mission Bakersfield consists of 300 families as our members. Our building, located at 1723 Country Breeze Place, Bakersfield, California 93312, is in the path of the High Speed Railway and will be demolished if the project is to proceed as proposed by the California High-Speed Rail Authority. As a result, we respectfully oppose this initiative.</p>	<p>recreation, and open space, aesthetics and visual resources, and cultural and paleontological resources." Clearly, under either alignment, the impact of the project will be particularly devastating to our Mission and our local community. So far, there has been no mention of compensation or noise abatement procedures available to those damaged by the project.</p>
	3. Environment Impact	
	<p>Prior to taking action, the government must assess the potential environment impacts under NEPA (Federal) and/or CEQA (State & Local). Pursuant to NEPA regulations (40 CFR 1500-1508), project effects are evaluated based on the criteria of context and intensity. Substantial effects would result in long-term physical division of an established community, relocation of substantial numbers of residential or commercial businesses, and effects on important community facilities.</p>	I024-3
	<p>Pursuant to CEQA Guidelines, the project would have a significant impact if it would:</p>	
	<ul style="list-style-type: none"> • Physically divide an established community. • Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. • Relocate substantial numbers of people, necessitating the construction of replacement housing elsewhere. • Result in substantial adverse physical impacts associated with the provision of new or physically altered community and governmental facilities or with the need for new or physically altered community and governmental facilities, the construction of which could cause significant environmental impacts. 	I024-4
I024-2	<p>According to the EIR: "In the Northwest District, the BNSF Alternative would depart from the BNSF right-of-way just south of Rosedale Highway and rejoin the rail right-of-way after crossing the Kern River. The alignment would cut through an existing suburban development in Bakersfield's Northwest District, displacing 122 homes and 10 non-residential properties, including a gas station/minimart, an art studio, 2 health centers, and 2 churches (Chinmaya Mission and Korean Presbyterian Church). This alignment would alter community social interactions and community cohesion, and would change the physical character of the community. These impacts would be substantial under NEPA and significant under CEQA." See EIR at 3.12-50.</p>	I024-5
	<p>Further: "The Bakersfield South Alternative Alignment, like the BNSF Alternative, would pass through Bakersfield's Northwest, Central, and Northeast districts, affecting similar but somewhat different community facilities. Impacts in the Northwest District of Bakersfield would be similar to those identified for the BNSF Alternative, displacing many homes and several churches. Like the BNSF Alternative, the Bakersfield South Alternative would divide the existing community and result in a considerable number of residential property acquisitions in this neighborhood, as well as the displacement of churches (the Korean Presbyterian Church would be fully displaced and parts of Chinmaya Mission property would be displaced)." See EIR at 3.12-52.</p> <p>The Public Notice explains these effects will be felt in the following areas: "transportation, air quality, noise and vibration, electromagnetic fields, biological resources and wetlands, hazardous materials and wastes, safety and security, communities, agricultural lands, parks,</p>	I024-6
		I024-7
		I024-8
		I024-9
		4. Additional Concerns
		<p>First, we are concerned that this project will not be adequately funded. At this point, we understand that the Authority has only obtained funding for constructing tracks for 80 miles - not for the actual trains or electrification. In addition, given the present fiscal climate, we don't feel that the State or the Federal government will be in a position to give more money. Despite indicating the support of certain "private investors," the Authority has not yet identified any particularized firm commitments. We are concerned that this project will end up as a "train to nowhere," much like Senator Stevens' "bridge to nowhere" in Alaska. The train will severely impact the citizens of Bakersfield without any long term benefit. It will add to the debt of the State of California.</p>
		<p>Second, we believe the location of this project is misplaced. Currently, the proposed project will run through "old" Bakersfield, which will result in extreme traffic and parking congestion. Thus, we are concerned that local citizens will lose their easy access to downtown Bakersfield. Other cities, such as Denver, Colorado, have wisely chosen to relocate new transportation centers away from the downtown area, to avoid negative impacts, such as unwanted noise, vibrations, pollution, and traffic congestion. Notably, the proposed railway in Fresno, California does not pass through the center of the City and will affect FAR FEWER citizens.</p>
		<p>Third, we find that the EIR report provided is incomplete and insufficient. For example, although the document provides data on environmental impact, the actual noise and vibration studies were not included. Without reviewing the studies themselves, it is impossible to decipher the relative impact of the project. Important considerations include: when the study was performed, how many trips per day were considered, the duration and location of specific testing sites, the effect of the Hageman/Allen underpass project, etc., thereby making it impossible to decipher the relative impact of the Authority's project. In addition, the report does not address environment impacts on the East side, nor does it explain why the site on 7th Standard Road and State Route 99 was not considered. Furthermore, the EIR report is flawed because, at least in one section, it lists street names that do not exist and addresses that are not located anywhere near the proposed rail line, thereby drawing its accuracy into question.</p>
		<p>Fourth, we believe the Authority will not undertake the necessary procedures to mitigate adverse impacts on the community. In fact, we understand that mitigation efforts, such as construction of sound walls, are typically discretionary and, in some cases, can be reduced or even avoided altogether by the Authority. Thus, considering the budgetary constraints addressed above, we believe the community will not receive the necessary protections from the anticipated adverse environmental impact.</p>
		<p>Fifth, we recommend that the HSR Authority re-evaluate the proposed site on 7th Standard Rd and Freeway 99.</p>
		<p>Finally, we have not received adequate notice of the proposed project and respectfully request additional time of at least six (6) months to respond. In fact, the EIR includes approximately 30,000 pages of</p>

Submission I024 (Supratim Banerjee, October 6, 2011) - Continued

I024-10 |

I024-11 |

technical jargon, with which we are not familiar, and allows only a 60-day comment period. To review it, we would have to read 500 pages a day. The report is in highly technical language, being difficult for a layman to understand. It needs to be simplified. Further, we had no idea that our church would be demolished until receiving a phone call approximately two (2) weeks ago from a friend! The official notification letter from the California HSR Authority dated August 10, 2011, was vague, deceptive, and legally deficient in that it utterly failed to indicate that our building would be subject to demolition and potentially complete economic loss; reliance on this August 10th letter could have resulted in a substantial loss of our legal rights and damages. The issuance of such a misleading notification letter is contrary to the public good, the spirit of our democratic system, and an abuse of trust by those in positions of authority. Accordingly, we have already submitted a formal request for an extension to the Office of Governor Brown. Therefore, we feel an extension is necessary in this instance, and we kindly request your cooperation.

Thank you for your time and consideration.

Yours very truly,

Supratim Banerjee, MD; FACC

=====

Please note this record is also saved in PBCommentSense Bakersfield - Palmdale Corridor as record #40.
<http://cahsr.pbcommentsense.com/pbcs/submission/edit.aspx?id=3907&projectID=2>

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EIR/EIS Comment :

Yes

Response to Submission I024 (Supratim Banerjee, October 6, 2011)

I024-1

Refer to Standard Response FB-Response-SO-01.

For information about the potential impacts on the Chinmaya Mission, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.5.2, Impact SO #7, and Section 5.1.1 in the Community Impact Assessment Technical Report (Authority and FRA 2012g). See also Volume I, Section 3.12.7, Mitigation Measure SO-4, related to relocation of important community facilities.

I024-2

Refer to Standard Response FB-Response-SO-01, FB-Response-N&V-05.

For information about the potential impacts on the Chinmaya Mission, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.5.2, Impact SO #7, and Section 5.1.1 in the Community Impact Assessment Technical Report (Authority and FRA 2012g). See also Volume I, Section 3.12.7, Mitigation Measure SO-4, related to relocation of important community facilities.

The potential sound barrier mitigation for this area for operation noise from the project is listed in Section 3.4, Noise and Vibration, Tables 3.4-29, 3.4-31, and 3.4-32, and shown on Figure 3.4-19, Bakersfield area: Potential sound barrier sites. The specific type of mitigation will be selected during final design and before operations begin.

I024-3

Refer to Standard Response FB-Response-GENERAL-17.

I024-4

Refer to Standard Response FB-Response-GENERAL-25.

Consistent with Proposition 1A (2008), the proposed HST alignment in Fresno follows an existing transportation corridor to the extent feasible. As discussed in Section 2.3.2.1, Fresno Subsection, the five initial alternative alignments through Fresno were based largely on the Statewide Program EIR/EIS preferred alignment and included input from the Fresno Technical Working Group (TWG) and other local stakeholders. Several

I024-4

horizontal and vertical alignments were considered. The Union Pacific Railroad West Alternative was carried forward in the Fresno to Bakersfield EIR/EIS as the BNSF Alternative. This alternative would affect the Historic Southern Pacific Railroad Depot, but would not result in its demolition or relocation. This alternative is consistent with the City of Fresno's redevelopment vision, would result in fewer community and environmental impacts than other alternatives, and offers connectivity to Fresno's central business district. All the alternative alignments considered for the Fresno subsection feature a downtown station in the area generally bounded by Stanislaus Street on the north, Ventura Street on the south, H Street on the east, and SR 99 on the west. The environmental evaluation of the Fresno station alternatives carried forward in the EIR/EIS demonstrated that environmental impacts were similar for the Mariposa and Kern station alternatives. However, due to the City of Fresno's planning and the orientation of the Downtown Fresno City Center, the Fresno Station–Mariposa Alternative offers substantially more opportunities for transit-oriented development.

Environmental impacts associated with the Fresno to Bakersfield Section of the HST project are discussed by resource in Chapters 3 and 4 of the EIR/EIS.

I024-5

Refer to Standard Response FB-Response-02 and FB-Response-SO-06.

A detailed Noise and Vibration Technical Report (Authority and FRA 2012i) is included in the Technical Appendix of the EIR. Noise measurements began to be conducted in 2009, and additional measurements have been completed since then as alternative alignments were added to the analysis. Noise modeling, analysis and reports have been completed since the completion of the measurements. The noise measurement site locations are included in the Noise and Vibration Technical Report. The number of trips per day is estimated to be 188 per day and 37 per night. The number of trains during peak hours will be 24. The street names and addresses are correct to the best of our knowledge. Noise levels generated by HST operations were modeled at receivers within a distance of 2,500 feet from the centerline of the HST, and were modeled and analyzed in order to see if the train would generate noise impacts at their locations.

The Hageman Grade Separation Project will grade-separate Hageman Road from the

Response to Submission I024 (Supratim Banerjee, October 6, 2011) - Continued

I024-5

BNSF Railroad. The proposed HST will also be grade-separated, and the HST project will not affect the Hageman Grade Separation Project.

I024-6

The commenter did not provide a specific context for evaluation of an East Side alignment, a 7th Standard and SR 99 site, or the incorrect street names; therefore the responder is unable to address the comment.

I024-7

The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 A-weighted decibels (dBA), such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receivers, be not less than 800 feet in length, be less than 14 feet in

I024-7

height, and cost below \$45,000 per benefited receiver. A receiver that receives at least a 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

I024-8

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

I024-9

Refer to Standard Response FB-Response-GENERAL-07.

I024-10

Refer to Standard Response FB-Response-GENERAL-07.

All three volumes of the EIR/EIS, including Volume III (which contains the design drawings), total approximately 4,800 pages. The document has been written so that it is understandable to lay readers.

I024-11

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-16.

Submission I025 (Pamela Jean Banks, October 6, 2011)



Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011
Please submit your completed comment card at the
end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

**La Sección de Fresno a Bakersfield del Tren de Alta
Velocidad** Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011
Por favor entregue su tarjeta completada al final de la
reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 1
28, 2011. Comments must be received
postmarked, on or before September
15, 2011.

Extended comment period for
Fresno to Bakersfield High-Speed
Train Draft EIR/EIS:
August 15-October 13

io es del 15 de Agosto al 28
1. Los comentarios tienen que ser
ante, o matasellados, el o antes
del 2011.

Name/Nombre: Pamela Jean Banks
Organization/Organización: _____
Address/Domicilio: 206 King St
Phone Number/Número de Teléfono: (661) 395-1012
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA 93315
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I025-1 This High-Speed Rail would cause me to
live in the motels on Union Ave
because the landlords didn't believe
the reports. If I am forced to move,
I have no place to go. I have no
family either. There are many other
tenants in the same situations.
I025-2 There are people's homes, schools,
churches that will affect far too
many people's lives. There are areas
outside of the city limits where
this high-speed rail can run without
I025-3 affecting people's lives. Why can't
shuttle buses pick-up people to bring
people into downtown Bakersfield.
Please don't bring the High-
speed Rail on our street. Thank you!
Pamela Banks

Response to Submission I025 (Pamela Jean Banks, October 6, 2011)

I025-1

Refer to Standard Response FB-Response-SO-01.

Please refer to the Revised DEIR/Supplemental DEIS, Appendix 3.12-A, Residential, Business, and Mobile Home Relocation Assistance Brochures. The relocation assistance brochures provide further details about how the Authority will employ last resort housing, where necessary, including rehabilitation of existing house or relocation of the disrupted residential areas to newly constructed housing elsewhere in the vicinity.

I025-2


Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10, FB-Response-GENERAL-25.

I025-3

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

Submission I026 (Pamela Banks, October 10, 2011)

10-10-11P03:18 RCVD

 **CALIFORNIA**
High-Speed Rail Authority

RECEIVED

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15, 2011. Comments must be received postmarked, on or before September 13, 2011.

Extended comment period for Fresno to Bakersfield High-Speed Train Draft EIR/EIS:
August 15-October 13

El periodo de comentarios es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos, o matasellados, el o antes del 13 de Octubre del 2011.

Name/Nombre: Pamela Banks

Organization/Organización: _____

Address/Domicilio: 306 King St.

Phone Number/Número de Teléfono: (661) 264-1733

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA 93305

E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I026-1

Have you thought about how the High-Speed Train will impact the people on no income, low income and limit income if you tear down their homes? Although you feel that this train will bring lots of money, it won't help us in this neighborhood. This train seems to only help individuals with a better income. Because of the budget, individual like myself aren't important when it comes to the High-Speed Train.

There are potholes in Kern County that needs to be filled. Place the money into the budget in order to help individuals earn a better income. Defer the train so that the train doesn't impact our neighborhoods.

Response to Submission I026 (Pamela Banks, October 10, 2011)

I026-1

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-07.

For information on the relocation of residences and businesses in Bakersfield, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #10.

See also Volume I, Section 3.12, Impact SO #18, for environmental justice impacts, and Mitigation Measure SO-6. Please refer to the Appendix 3.12-A Residential, Business, and Mobile Home Relocation Assistance Brochures. The relocation assistance brochures provide further details about how the Authority will use the method of last resort housing, where necessary, including rehabilitation of existing housing or relocation of the disrupted residential areas to newly constructed housing elsewhere in the vicinity.

Submission I027 (Janet Barreneche, October 1, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #345 DETAIL	
Status :	Action Pending
Record Date :	10/1/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/1/2011
Submission Method :	Website
First Name :	Janet
Last Name :	Barreneche
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93312
Telephone :	
Email :	basqshriff@aol.com
Email Subscription :	All Sections, Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	As a taxpayer, I don't see how we can afford this project to begin with; however, as a resident next to the proposed rail line, I am very concerned about the electromagnetic fields and noise pollution this project will produce. We need more time and information before proceeding with this project. Please extend the public comment period for another 60 days, at least. Thank you for understanding my concerns.
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	Yes

I027-1 |

Response to Submission I027 (Janet Barreneche, October 1, 2011)

I027-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I028 (Ron Bartsch, October 3, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #388 DETAIL

Status : Action Pending
Record Date : 10/3/2011
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/3/2011
Submission Method : Website
First Name : Ron
Last Name : Bartsch
Professional Title :
Business/Organization :
Address : 2159 E. Clayton Avenue
Apt./Suite No. :
City : Fresno
State : CA
Zip Code : 93725
Telephone : 559-288-8504
Email : rbartsch62@yahoo.com
Cell Phone :
EIR/EIS Comment : Yes

Stakeholder Comments/Issues : To the California High Speed Rail Authority,

I028-1

My name is Ron Bartsch and i live at 2159 E. Clayton Ave. Fresno Ca. 93725. My Father Harry Bartsch lives at 2175 E. Clayton Fresno Ca. 93725. I went to one of the meetings in Fresno. I had been unaware of the plans for my Fathers land and my own land. It came as a overwhelming shock and future for us. I found out there are two different scenarios for our parcels of land. The first one is that we are on the site of the proposed heavy equipment yard. In which case both our properties would be acquired and both our homes destroyed. In the second scenario, if not all our land is acquired my house would be greatly affected. Making an over pass on Clayton Ave. would put a over pass with a 28ft. retaining wall within a few feet of my front door. On my Fathers parcel the over pass would also be within a few feet of the end of his house. His property bordering the current railroad property would also be acquired leaving his remaining property unprofitable to continue farming. I am disabled. I want to live in my current house that I drew up the plans and built myself for the rest of my life with my family unchanged. We built our house in 1992 and cherish our way of life. My Father has lived and farmed his land since 1950. He drew up the plans and built the house and garage himself. He will be 86 in January 2012. These are our homes and an intricate part of our lives. Please do not destroy our way of life. We do not have the time or energy to start over.

I028-2

There is plenty of acreage north of us between American and Jefferson Ave. there is only one house on the corner of American and Cedar Ave. Two of the parcels are for sale and one of them is vacant. Please take this into consideration.

I028-3

I don't think anyone has the right to take someones land for a project that is so underfunded and most likely will never be completed. The federal government is broke and so is the state.

I028-4

In my opinion, the high speed rail should travel along the 15 interstate. Fewer homes, fewer over passes, straighter route, not going through so many small towns, much less destructions to existing infrastructure, and it would really be a high speed rail. Am track can't make it without federal subsidies. Fix Am track first an prove rail as an viable alternative in California.

sincerely, Ron Bartsch

Response to Submission I028 (Ron Bartsch, October 3, 2011)

I028-1

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-02, FB-Response-AG-02, FB-Response-AG-03.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired by the project, is provided in Volume III of the Revised DEIR/Supplemental DEIS.

For information on potential HST project impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012g).

I028-2

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10, FB-Response-SO-01.

As described in Section 2.3.1 of the EIR/EIS, the development of project-level alternatives followed the process described in Alternatives Analysis Methods for Project-Level EIR/EIS, Version 2 (Authority 2009a). This process included the provision that the alternative alignments should follow the existing transportation corridors, to the extent feasible, as mandated by the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The assessment of potential alternatives involved both qualitative and quantitative measures that address applicable policy and technical considerations. These included field inspections of corridors; project team input, and review and consideration of local issues that could affect alignments; qualitative assessment of constructability, accessibility, operations, maintenance, right-of-way, public infrastructure impacts, railway infrastructure impacts, and environmental impacts; engineering assessment of project length, travel time, and configuration of key features of the alignment, such as the presence of existing infrastructure; and GIS analysis of impacts on farmland, water resources, wetlands, threatened and endangered species, cultural resources, current urban development, and infrastructure. Specific decision criteria under Section 404(b)(1) of the Clean Water Act include Consistency with Project Purpose; Logistics and Technology; Impacts on Aquatic Resources; Environmental Effects (including national wildlife refuges, parklands, cultural resources, agricultural resources, and displacements of residences and commercial and industrial facilities); Agency, Stakeholder, and Public Positions; and Benefits of the Alternative.

I028-2

The potential alternatives were evaluated against the HST System performance criteria: travel time, route length, intermodal connections, capital costs, operating costs, and maintenance costs. Screening also included environmental criteria to measure the potential effects of the proposed alternatives on the natural and human environment. The land use criteria measured the extent to which a station alternative supports transit use; is consistent with existing adopted local, regional, and state plans; and is supported by existing and future growth areas. Constructability measured the feasibility of construction and the extent to which the right-of-way is constrained. Community impacts measured the extent of disruption to neighborhoods and communities, such as the potential to minimize (1) right-of-way acquisitions, (2) division of an established community, and (3) conflicts with community resources. Environmental resources and quality are measured by the extent to which an alternative minimizes impacts on natural resources. Applying the process and criteria outlined above, it was not possible to locate alternative alignments only on vacant parcels or on land already for sale.

The California High-Speed Rail Authority has striven to minimize potential project impacts on residences, schools, and other community service facilities, to the extent practicable. Impacts specific to the construction and operation of the high-speed train along the preferred alignment and station alternatives are evaluated in this Final EIR/EIS. Where such impacts associated with the preferred alternative are unavoidable, affected property owners will be contacted during the right-of-way acquisition process.

I028-3

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-17.

I028-4

Refer to Standard Response FB-Response-GENERAL-02 and FB-Response-GENERAL-13.

Submission I029 (Benjamin Beardsley, August 25, 2011)

Fresno - Bakersfield - RECORD #149 DETAIL

Status : Action Pending
Record Date : 8/25/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 8/25/2011
Submission Method : Website
First Name : Benjamin
Last Name : Beardsley
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93312
Telephone : 6615886762
Email : dmartell@bak.rr.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : I am a mobile home owner whose mobile home is directly in the path of the high speed rail. I cannot afford to have my home taken away from me as I do not have the money to purchase a new home. We are on a fixed senior income that will not change. We oppose this route through Rosedale and Jewetta. Please e-mail me the terms that we would receive should this go through. Thank You for your assistance and help.
EIR/EIS Comment : Yes

I029-1

Response to Submission I029 (Benjamin Beardsley, August 25, 2011)

I029-1

Refer to Standard Response FB-Response-SO-01.

Please refer to the alignment plans and maps in Volume III of the Revised DEIR/Supplemental DEIS to determine if your property would be acquired by the project. If yes, refer to the Appendix 3.12-A, Residential, Business, and Mobile Home Relocation Assistance Brochures. The Authority's relocation plan for mobile home residents considers the fact that the special characteristics of mobile home parks can make it difficult to relocate residents. As a result, it will be important to allow sufficient lead time to identify suitable properties and to provide housing of last resort, including relocation to newly constructed housing elsewhere in the vicinity. The relocation assistance brochures provide further details about the Authority's use of last resort housing, where necessary.

Submission I030 (Robin Beatty, October 9, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #481 DETAIL	
Status :	Action Pending
Record Date :	10/9/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/9/2011
Submission Method :	Website
First Name :	Robin
Last Name :	Beatty
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93304
Telephone :	
Email :	robinbeatty@att.ent
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	You need to extend the comment period by 60 days.
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	Yes

I030-1 |

Response to Submission I030 (Robin Beatty, October 9, 2011)

I030-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I031 (Francesco Bedini Jacobini, August 31, 2011)

Fresno - Bakersfield - RECORD #171 DETAIL

Status : Action Pending
Record Date : 8/31/2011
Response Requested :
Stakeholder Type : Other
Submission Date : 8/31/2011
Submission Method : Website
First Name : Francesco
Last Name : Bedini Jacobini
Professional Title : Graduate Assistant
Business/Organization : University of Illinois Urbana-Champaign
Address :
Apt./Suite No. :
City : Urbana
State : IL
Zip Code : 61801
Telephone : 8159976748
Email : fbedin2@illinois.edu
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues : Hi,
I am a graduate student at the University of Illinois at Urbana-Champaign with the local Railway Engineering Program. I am trying to collect data from other high speed rail projects around the world, and I noticed in you EIS that you have a list of "unit prices" for several elements.
I was interested in knowing the rationale behind the cost per route mile of tunnels.
Could you please provide me with a contact person to talk to?
Thanks for your help.

Francesco Bedini Jacobini
EIR/EIS Comment : Yes

I031-1

Response to Submission I031 (Francesco Bedini Jacobini, August 31, 2011)

I031-1

The commenter has indicated interest in understanding estimated costs per route mile for transportation tunnel projects and a desire to speak with a contact person regarding this subject. The staff at Parsons Brinkerhoff can provide the name of an appropriate contact person.

Submission I032 (Marjorie Bell, September 22, 2011)

Fresno - Bakersfield - RECORD #244 DETAIL

Status : Action Pending
Record Date : 9/22/2011
Response Requested :
Stakeholder Type : Environmental
Submission Date : 9/22/2011
Submission Method : Website
First Name : Marjorie
Last Name : Bell
Professional Title : Teacher (retired)
Business/Organization : Sierra Club/private citizen/retired teacher
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93305
Telephone : 661-322-4891
Email : msbel322@aol.com
Email Subscription : Fresno - Bakersfield
Cell Phone :

Add to Mailing List : Yes

Stakeholder Comments/Issues : My husband and I are enthusiastic supporters of high speed rail, having ridden the HSR in Europe from Mainz to Cologne. We are also active Sierra Club members, and I know that Sierra Club also endorses the HSR concept for environmental reasons. However...it is totally unnecessary to destroy neighborhoods and buildings on the Bakersfield High School campus to accomplish HSR objectives. Why not take the HSR route to the William Thomas Terminal and run shuttles to downtown and the convention center? Why not reconsider a route down the Golden State Highway to Union and Truxtun? Fewer residential areas would be disturbed by such a route. I am angry and disturbed about both the current plans, which are extremely wasteful of taxpayer money. You need to listen to the people of Bakersfield and not run us down with these ill-conceived plans.

EIR/EIS Comment : Yes

I032-1

I032-2

Response to Submission I032 (Marjorie Bell, September 22, 2011)

I032-1

Refer to Standard Response FB-Response-SO-08, FB-Response-GENERAL-02, FB-Response-SO-04.

For information on the potential for disruption and division in Bakersfield, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Mitigation Measures SO-2 and SO-3 propose mitigation for identified effects in Bakersfield communities. Mitigation Measure SO-4 provides measures to reduce the potential impacts associated with the relocation of important facilities, including Bakersfield High School.

I032-2

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-17, FB-Response-GENERAL-25.

An important objective of the HST program is to provide an interface between the HST System and commercial airports, mass transit, and the highway network. Locating the Bakersfield Station on the outskirts of the city will isolate it from Amtrak and the existing public transit system. In addition, placing the station outside the city will promote unplanned growth, which is inconsistent with the *Kern County General Plan* (Kern County Planning Department 2009), the *Metropolitan Bakersfield General Plan* (City of Bakersfield and Kern County 2007), and the smart growth principles of the *San Joaquin Valley Blueprint Public Review Draft Summary Report* (San Joaquin Valley Regional Policy Council 2010).

The alternatives analysis for the Fresno to Bakersfield Section included consideration of HST alignment and station locations in the vicinity of Golden State Highway and the Bakersfield Airport; however, the HST alignments and associated station locations were removed from consideration during the evaluation of alternatives process, because the Union Pacific Railroad (UPRR) alignment alternatives were judged to be impracticable and were not carried forward for further consideration. The Statewide Program EIR/EIS process identified a preferred station near Truxtun Avenue in the vicinity of the existing Amtrak station. This location ties into the local transit system and is most compatible with Bakersfield land use plans. A Truxtun station was endorsed by the City of Bakersfield, the County of Kern, and the Kern Council of Governments in 2003.

I032-2

The Authority has studied, developed, and described the UPRR alternatives in accordance with 42 United States Code (USC) 4332(E). As summarized in Section 2.3.2.2, Rural Subsection, of the Final EIR/EIS and described in more detail in Appendix D of the *Fresno to Bakersfield Section: Checkpoint B Summary Report* (Clean Water Act Practicability Criteria Union Pacific Railroad Alignment Alternative) (Authority and FRA 2011d) and Standard Response FB-Response-GENERAL-02, the State Route (SR) 99/UPRR alignment is not practicable for the following reasons:

- Substantial technical challenges.
- Numerous logistical conflicts with existing infrastructure, in particular, UPRR railroad tracks, SR 99, SR 198, the Visalia Municipal Airport, local roads, and more than a dozen large industrial facilities.
- Resolution of complex legal issues raised by UPRR, which could delay the onset of project construction by several years.

The Authority introduced an additional alternative through the Bakersfield area based on substantive comments received during the public and agency review of the Draft EIR/EIS. The Bakersfield Hybrid Alternative would require reduced speeds and would impact the overall travel times mandated by the California State Legislature. However, it provides the advantage of avoiding the Bakersfield High School campus and would reduce the number of religious facilities and homes affected in east Bakersfield. Please refer to Section 3.12, Socioeconomics, Communities, and Environmental Justice, of the Final EIR/EIS for more detail.

Please also refer to Section 2.3.2.3, Bakersfield Subsection, of the Final EIR/EIS and Standard Response FB-Response-GENERAL-25.

Submission I033 (Nagendra Bellam, October 6, 2011)

Fresno - Bakersfield - RECORD #1412 DETAIL	
Status :	Action Pending
Record Date :	10/6/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/6/2011
Submission Method :	Website
First Name :	Nagendra
Last Name :	Bellam
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93311
Telephone :	
Email :	nagendra.bellam@gmail.com
Email Subscription :	Bakersfield - Palmdale, Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes

**Stakeholder
Comments/Issues :**

September 27, 2011

Fresno to Bakersfield Draft EIR/EIS Comment
770 L Street – Suite 800
Sacramento, CA 95814

Re: Objection to the High Speed Railway

Dear Sir/Madam:

With regard to the proposed implementation of a High Speed Railway system, I hereby submit this letter in opposition to this proposed project.

1. Introduction

I am a Software Engineer working at a food processing industry. I am a member at Chinmaya Mission.

2. Background on Church

At Chinmaya Mission, our goal is to provide to individuals, from any background, the wisdom of Vedanta and the practical means for spiritual growth and happiness, enabling them to become positive contributors to society.

Chinmaya Mission Bakersfield has been active in the community since 1995. We have weekly classes for our children which teaches them about the Hindu culture and heritage. We also have weekly Yoga, Meditation, and Adult Study classes which are open to all members of the community. A large number of Non-Hindus attend and participate in these activities. Chinmaya Mission Bakersfield consists of 300 families as our members. Our building, located at 1723 Country Breeze Place, Bakersfield, California 93312, is in the path of the High Speed Railway and will be demolished if the project is to proceed as proposed by the California High-Speed Rail Authority. As a result, we respectfully oppose this initiative.

3. Environment Impact

Prior to taking action, the government must assess the potential environment impacts under NEPA (Federal) and/or CEQA (State & Local). Pursuant to NEPA regulations (40 CFR 1500-1508), project effects are evaluated based on the criteria of context and intensity. Substantial effects would result in long-term physical division of an established community, relocation of substantial numbers of residential or commercial businesses, and effects on important community facilities.

Pursuant to CEQA Guidelines, the project would have a significant impact if it would:

- Physically divide an established community.
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Relocate substantial numbers of people, necessitating the construction of replacement housing elsewhere.
- Result in substantial adverse physical impacts associated with the provision of new or physically altered community and governmental

Submission I033 (Nagendra Bellam, October 6, 2011) - Continued

I033-1	<p>facilities or with the need for new or physically altered community and governmental facilities, the construction of which could cause significant environmental impacts.</p> <p>According to the EIR: "In the Northwest District, the BNSF Alternative would depart from the BNSF right-of-way just south of Rosedale Highway and rejoin the rail right-of-way after crossing the Kern River. The alignment would cut through an existing suburban development in Bakersfield's Northwest District, displacing 122 homes and 10 non-residential properties, including a gas station/minimart, an art studio, 2 health centers, and 2 churches (Chinmaya Mission and Korean Presbyterian Church). This alignment would alter community social interactions and community cohesion, and would change the physical character of the community. These impacts would be substantial under NEPA and significant under CEQA." See EIR at 3.12-50.</p> <p>Further: "The Bakersfield South Alternative Alignment, like the BNSF Alternative, would pass through Bakersfield's Northwest, Central, and Northeast districts, affecting similar but somewhat different community facilities. Impacts in the Northwest District of Bakersfield would be similar to those identified for the BNSF Alternative, displacing many homes and several churches. Like the BNSF Alternative, the Bakersfield South Alternative would divide the existing community and result in a considerable number of residential property acquisitions in this neighborhood, as well as the displacement of churches (the Korean Presbyterian Church would be fully displaced and parts of Chinmaya Mission property would be displaced)." See EIR at 3.12-52.</p> <p>The Public Notice explains these effects will be felt in the following areas: "transportation, air quality, noise and vibration, electromagnetic fields, biological resources and wetlands, hazardous materials and wastes, safety and security, communities, agricultural lands, parks, recreation, and open space, aesthetics and visual resources, and cultural and paleontological resources." Clearly, under either alignment, the impact of the project will be particularly devastating to our Mission and our local community. So far, there has been no mention of compensation or noise abatement procedures available to those damaged by the project.</p>	I033-4	<p>Third, we find that the EIR report provided is incomplete and insufficient. For example, although the document provides data on environmental impact, the actual noise and vibration studies were not included. Without reviewing the studies themselves, it is impossible to decipher the relative impact of the project. Important considerations include: when the study was performed, how many trips per day were considered, the duration and location of specific testing sites, the effect of the Hageman/Allen underpass project, etc., thereby making it impossible to decipher the relative impact of the Authority's project. In addition, the report does not address environment impacts on the East side, nor does it explain why the site on 7th Standard Road and State Route 99 was not considered. Furthermore, the EIR report is flawed because, at least in one section, it lists street names that do not exist and addresses that are not located anywhere near the proposed rail line, thereby drawing its accuracy into question.</p>
I033-2	<p>4. Additional Concerns</p> <p>First, we are concerned that this project will not be adequately funded. At this point, we understand that the Authority has only obtained funding for constructing tracks for 80 miles - not for the actual trains or electrification. In addition, given the present fiscal climate, we don't feel that the State or the Federal government will be in a position to give more money. Despite indicating the support of certain "private investors," the Authority has not yet identified any particularized firm commitments. We are concerned that this project will end up as a "train to nowhere," much like Senator Stevens' "bridge to nowhere" in Alaska. The train will severely impact the citizens of Bakersfield without any long term benefit. It will add to the debt of the State of California.</p>	I033-5	<p>Fourth, we believe the Authority will not undertake the necessary procedures to mitigate adverse impacts on the community. In fact, we understand that mitigation efforts, such as construction of sound walls, are typically discretionary and, in some cases, can be reduced or even avoided altogether by the Authority. Thus, considering the budgetary constraints addressed above, we believe the community will not receive the necessary protections from the anticipated adverse environmental impact.</p>
I033-3	<p>Second, we believe the location of this project is misplaced. Currently, the proposed project will run through "old" Bakersfield, which will result in extreme traffic and parking congestion. Thus, we are concerned that local citizens will lose their easy access to downtown Bakersfield. Other cities, such as Denver, Colorado, have wisely chosen to relocate new transportation centers away from the downtown area, to avoid negative impacts, such as unwanted noise, vibrations, pollution, and traffic congestion. Notably, the proposed railway in Fresno, California does not pass through the center of the City and will affect FAR FEWER citizens.</p>	I033-6	<p>Fifth, we recommend that the HSR Authority re-evaluate the proposed site on 7th Standard Rd and Freeway 99.</p>
		I033-7	<p>Finally, we have not received adequate notice of the proposed project and respectfully request additional time of at least six (6) months to respond. In fact, the EIR includes approximately 30,000 pages of technical jargon, with which we are not familiar, and allows only a 60-day comment period. To review it, we would have to read 500 pages a day. The report is in highly technical language, being difficult for a layman to understand. It needs to be simplified. Further, we had no idea that our church would be demolished until receiving a phone call approximately two (2) weeks ago from a friend! The official notification letter from the California HSR Authority dated August 10, 2011, was vague, deceptive, and legally deficient in that it utterly failed to indicate that our building would be subject to demolition and potentially complete economic loss; reliance on this August 10th letter could have resulted in a substantial loss of our legal rights and damages. The issuance of such a misleading notification letter is contrary to the public good, the spirit of our democratic system, and an abuse of trust by those in positions of authority. Accordingly, we have already submitted a formal request for an extension to the Office of Governor Brown. Therefore, we feel an extension is necessary in this instance, and we kindly request your cooperation.</p> <p>Thank you for your time and consideration.</p> <p>Yours very truly,</p> <p>(Nagendra Bellam)</p> <p>Yes</p>
		EIR/EIS Comment :	

Response to Submission I033 (Nagendra Bellam, October 6, 2011)

I033-1

Potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS, and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 dBA, such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receivers, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefitted receiver. A receiver that receives at least 5-dBA noise reduction due to the barrier is considered a benefitted receiver.

Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the

I033-1

project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

I033-2

Refer to Standard Response FB-Response-GENERAL-17.

I033-3

Refer to Standard Response FB-Response-GENERAL-25.

Consistent with Proposition 1A (2008), the proposed HST alignment in Fresno follows an existing transportation corridor to the extent feasible. As discussed in Section 2.3.2.1, Fresno Subsection, the five initial alternative alignments through Fresno were based largely on the Statewide Program EIR/EIS preferred alignment and included input from the Fresno Technical Working Group (TWG) and other local stakeholders. Several horizontal and vertical alignments were considered. The UPRR West Alternative was carried forward in the Fresno to Bakersfield EIR/EIS as the BNSF Alternative. This alternative would affect the Historic Southern Pacific Railroad Depot, but would not result in its demolition or relocation. This alternative is consistent with the City of Fresno's redevelopment vision, would result in fewer community and environmental impacts than other alternatives, and offers connectivity to Fresno's central business district. All the alternative alignments considered for the Fresno subsection feature a downtown station in the area generally bounded by Stanislaus Street on the north, Ventura Street on the south, H Street on the east, and SR 99 on the west. The environmental evaluation of the Fresno station alternatives carried forward in the EIR/EIS demonstrated that environmental impacts were similar for the Mariposa and Kern station alternatives. However, due to the City of Fresno's planning and the orientation of the Downtown Fresno City Center, the Fresno Station-Mariposa Alternative offers substantially more opportunities for transit-oriented development.

Environmental impacts associated with the Fresno to Bakersfield Section of the HST project are discussed by resource in Chapters 3 and 4 of the EIR/EIS.

Response to Submission I033 (Nagendra Bellam, October 6, 2011) - Continued

I033-4

Refer to Standard Response FB-Response-PENDING.

The *Fresno to Bakersfield Section: Noise and Vibration Technical Report* (Authority and FRA 2012i) contains information on the methodology for measuring background noise, the location of those measurements, and the methodology for projecting project-related noise and vibration. The *Fresno to Bakersfield Section: Noise and Vibration Technical Report* was made available to the public on the Authority's website at the time the Draft EIR/EIS and the Revised DEIR/Supplemental DEIS were released for public review.

The Revised DEIR/Supplemental DEIS contains an analysis of project impacts east of the Bakersfield station alternatives to Oswell Street, where the alternatives that cross Bakersfield merge.

A review of the Revised DEIR/Supplemental DEIS does not indicate that there are street names and addresses referenced that do not exist.

I033-5

Refer to Standard Response FB-Response-N&V-05.

The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.6 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-

I033-5

by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 A-weighted decibels (dBA), such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.6, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receptors, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least a 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

I033-6

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

I033-7

Refer to Standard Response FB-Response-GENERAL-07.

Submission I034 (Carolyn Bergman, October 13, 2011)

Fresno - Bakersfield - RECORD #747 DETAIL

Status : Action Pending
Record Date : 10/13/2011
Response Requested : Yes
Stakeholder Type : CA Resident
Submission Date : 10/13/2011
Submission Method : Project Email
First Name : Carolyn
Last Name : Bergman
Professional Title :
Business/Organization :
Address : 10416 Palm Ave
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93312
Telephone :
Email : cbergmanrn@aol.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes

I034-1

**Stakeholder
Comments/Issues :**

I am writing in opposition to the High Speed Rail. First and foremost I would like you to know that I live in the Rosedale area west of Bakersfield and right on the proposed route. Our property (at 10416 Palm Ave.) happens to not be "colored" orange to indicate that we would not be affected by the route. However.....this is not true! At the workshop on Aug. 23, we were looking at the map. We asked about the back access to our 1/2 - 3/4 acre properties. No one knew what we were talking about. There is currently a right of way which runs along the south side of the current rail tracks extending from Calloway to Jewetta. Homeowners use this right of way to haul animals in and out, take recreational vehicles in and out which may be stored in the "back" of these Palm Ave. properties, hauling wood and/or landscape materials in and out, and other multitude of uses is accessed from this right of way. Many of the homes have no access to the back of their properties other than this right of way. So yes.....even though there is no orange on the map on our property, there should be, because at least 50% of our property will be made almost useless when this right of way disappears. So will our property be "pegged" to be purchased? We purchased this property 35+ years ago because of the acreage zoned for animals, etc. There is no like property close to the city of Bakersfield which has 1/2 - 3/4 acre of land zoned for animals where we could relocate and continue our current lifestyle.

I034-2

Also at this workshop as we were viewing the photos of the proposed rail over Palm, we were told by more than one consultant that the plan is no longer for the train to be elevated across Palm as shown in the photos. It would be "too expensive" so the elevation will start somewhere after Palm. So this entails closing Palm on either side of the track. This will certainly disrupt and divide our long established neighborhood, not to mention our driving routes into the city of Bakersfield (as we do every day going and coming home from work.) We will have to drive to the West out of the way to eventually go East into town. We were told at the workshop that the plan then will be for Verdugo to be opened down to Brimhall. I don't see this in your report! And the view of the mountains that we love each morning driving east down Palm and into town will disappear.

I034-3

The HSR will lower our property values with the horrendous block walls, noise, selling off of neighborhood properties, etc. In fact, the property values are probably already lower merely with the plan being proposed, before it actually is built. Many of the residents, like ourselves, who have lived in this neighborhood for many years, were counting on the equity in their homes to boost their retirement. We will now have much less than we planned. Has money been set aside to reimburse these homeowners? And for those homes which will be taken by imminent domain, how will the value be determined? It should be determined by what the value was before the mention of a HSR.

I034-4

And beyond the concerns in our immediate neighborhood.....the ridership forecasts are very dubious. Many of those people who have said that they would love to get across California this fast have not actually read the plan and do not realize what the cost of riding the HSR is going to be. 83% of an airline ticket?? Really??? We have used the Amtrak many times to bring our grandchildren to Bakersfield from Fresno. But...I would drive them back and forth before I would pay the cost of what the HSR ticket will be. The only people who will afford to ride this train will be business people and the wealthy. The HSR will not benefit the middle class. However.....the middle class (even though they don't ride it) will be the ones footing the cost of

Submission I034 (Carolyn Bergman, October 13, 2011) - Continued

I034-5

the HSR by paying higher taxes to subsidize it. . . And as most of the central valley residents do not really need public transportation, this "middle of the road" route is a "train to nowhere." Why doesn't construction begin "at the proposed beginning?" I might be excited about getting to Los Angeles more quickly, but then what do I do when I arrive there.....rent a car to get where I want to go to in the large city?

And last, but not least, the escalating cost of the project is unfathomable. The state is facing a huge budget shortfall, a tottering economy, home foreclosure disasters, pressing water needs, etc. California just doesn't have the money to invest in this project!

Jim and Carolyn Bergman, 10416 Palm Ave.,
Bakersfield, Ca. 93312 (CBergmanRN@aol.com)

EIR/EIS Comment : Yes

Response to Submission I034 (Carolyn Bergman, October 13, 2011)

I034-1

Information on the access issue at Palm Avenue in Bakersfield has been added to the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7. Discussions with the BNSF Railway revealed that the residents' practice of using this access route to bring horse trailers and supplies to the rear portions of their private properties is unauthorized because this is a BNSF railroad maintenance road, not a public right-of-way or private easement. Therefore, residents who have engaged in the unauthorized use of this road would not be compensated for any perceived reduction in property values or perceived restricted access.

I034-2

Palm Avenue is proposed to be closed under the BNSF, Bakersfield South, and Bakersfield Hybrid Alternatives. Verdugo Lane is proposed to be extended to connect Palm Avenue to Shellabarger Road, which connects to the closest HST crossing at Calloway Drive. The extension of Verdugo Lane would save approximately 1 mile of out-of-direction travel that would otherwise require the use of Palm Avenue, Spanke Road, and Cilantro Avenue, and Pepita Way access at the intersection of Verdugo Lane and Shellabarger Road.

Please refer to Appendix 2-A, Road Crossings, of Chapter 2 for a listing of road closures.

I034-3

Refer to Standard Response FB-Response-SO-02, FB-Response-SO-01.

For information on the potential long-term impacts on property values, see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012g).

I034-4

Refer to Standard Response FB-Response-GENERAL-24, FB-Response-GENERAL-23.

I034-5

Refer to Standard Response FB-Response-GENERAL-17.

Submission I035 (John Bettencourt, September 21, 2011)

Fresno - Bakersfield - RECORD #229 DETAIL	
Status :	Action Pending
Record Date :	9/21/2011
Response Requested :	
Stakeholder Type :	Business
Submission Date :	9/21/2011
Submission Method :	Website
First Name :	John
Last Name :	Bettencourt
Professional Title :	Owner
Business/Organization :	Self employed farmer
Address :	
Apt./Suite No. :	
City :	Kingsburg
State :	CA
Zip Code :	93230
Telephone :	
Email :	lbettencourt92@gmail.com
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	The EIR doesn't fully address the impact on my farm. This project will impact my farms income earning for ever thus hurting my family for generations. What will be the impact on my Williamson act contract? How will I get water from one side to another? If you take out my new well will you drill me a new one and pay for it? Small farms don't have extra money in this economy for this. How will the right of way be determined when parcels are cut off? To say these will be addressed later is not an option at that time you will have all the power and we will have to do as told. this is not the democratic way. You must back up and address all the issues before going foward.
EIR/EIS Comment :	Yes

I035-1


Response to Submission I035 (John Bettencourt, September 21, 2011)

I035-1

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-04, FB-Response-AG-07, FB-Response-GENERAL-01, FB-Response-GENERAL-21.

Submission I036 (Sylvia Bettencourt, October 12, 2011)

I036-1

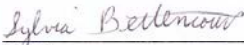

10-12-11P01:50 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

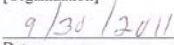
Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

[Name]

[Organization]


Date

Response to Submission I036 (Sylvia Bettencourt, October 12, 2011)

I036-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I037 (Michael Bettencourt, October 12, 2011)

I037-1

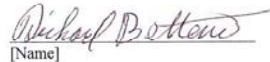
Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:


[Name]

[Organization]

9/30/2011
Date

Response to Submission I037 (Michael Bettencourt, October 12, 2011)

I037-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I038 (John Bettencourt, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)

Public Hearings

Audiencias Públicas

September 2011

Septiembre del 2011

Please submit your completed comment card at the end of the meeting, or mail to:

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The Extended comment period for
28, 20 Fresno to Bakersfield High-Speed
Train Draft EIR/EIS:
August 15-October 13

September 15-October 13, or
October 15-October 13, 2011.
El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: JOHN BETTENCOURT
Organization/Organización: _____
Address/Domicilio: 6239 Chico Ave
Phone Number/Número de Teléfono: 559-730-0332
City, State, Zip Code/Ciudad, Estado, Código Postal: Kingsburg, CA 93631
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I038-1 The environmental impact report does not adequately
I038-2 address the following areas on my farm, will there be
I038-3 advised? 1. Water delivery can not be interrupted
I038-4 during the growing season even for brief periods because
I038-5 of the extreme heat. 2. How will future income
I038-6 from lost land be replaced? 3. Clogged roads
I038-7 will greatly impact time and travel of farm
I038-8 equipment and increase pollution. 4. What will
I038-9 be the right of way policy for easement off
from my ranch and only accessible through someone
else's property? 5. Stress levels to animals (cows)
from this will reduce milk production. 6. Pesticide
application transfer from the air movement of the
train at such high speeds. 7. The destruction of
old irreplaceable structures. 8. Cost to rebuild
from headquarters. 9. How will this impact my
Williamson Act Agreement.

Response to Submission I038 (John Bettencourt, October 12, 2011)

I038-1

Refer to Standard Response FB-Response-SO-01.

HST construction could require the temporary shutdown of utility lines, such as water, electricity, or gas, to safely move or extend these lines. Shutdown could interrupt utility services to industrial, commercial, agricultural, and residential customers. Where necessary, project design and phasing of construction activities would minimize interruptions. Refer to Section 3.6, Public Utilities and Energy, of the Revised DEIR/Supplemental DEIS for more information.

The process for right-of-way acquisition and the rights of property owners would be handled consistent with the Uniform Relocation Assistance Act. As part of this process, Authority right-of-way agents would work with each affected property owner to address issues of concern during the appraisal process. The required property appraisal would identify affected utilities, and the agents would attempt to resolve conflicts. For example, the acquisition agreements could require that the contractor relocate the affected utilities before construction, maintain service during construction, or time the disruption to avoid active periods (e.g., during the winter idle period for annual crops). In some cases, the agents may not be able to resolve the conflict. When construction activities cannot avoid a utility, the agent would negotiate a fair compensation for loss of agricultural production. Refer to Section 3.14, Agricultural Lands, of the Revised DEIR/Supplemental DEIS for more information.

I038-2

Refer to Standard Response FB-Response-SO-01.

I038-3

Refer to Standard Response FB-Response-AQ-03 and FB-Response-TR-02.

I038-4

Refer to Standard Response FB-Response-AG-02.

I038-5

Refer to Standard Response FB-Response-AG-06.

I038-5

See Volume II, Technical Appendix 3.14-B, for impacts on confined animal agriculture.

I038-6

Refer to Standard Response FB-Response-AQ-01.

The Authority and FRA recognize that there is a legitimate concern regarding the health effects of agricultural pesticides. However, the existing regulatory framework significantly reduces the potential that agricultural properties are contaminated with pesticide residues. The U.S. Environmental Protection Agency conducts extensive testing of all commercially-sold organic and non-organic herbicides prior to approval for sale. Additionally, the State of California heavily regulates the purchase and use of agricultural pesticides. Farmers who apply pesticides must report their use; and inspections, investigations, and audits are conducted by state and county officials. In addition, most modern pesticides reside in the environment for limited time before breaking down. For the purpose of our analysis, we have assumed, based on available data about compliance and the existing regulatory framework, that application of agricultural chemicals in the project area has been conducted according to manufacturer recommendations and in compliance with applicable regulations. Given these parameters, the potential for significant accumulation of chemicals in areas that have been subject to routine application of pesticides is low.

The Authority established an Agricultural Working Group to assist the Authority on issues related to the agricultural industry and the High-Speed Train. University, government agencies, and agri-business representatives belong to this group. The Agricultural Working Group prepared a white paper entitled "Pesticide Use Impacts" in 2012. That paper is available on the Authority's website.

The Agricultural Working Group concluded that the existence of the HST and its right-of-way will not in-and-of itself cause promulgation of new regulations to restrict the use of pesticides in close proximity (adjacent) to a new railway. The only impact will be consequent to the railway footprint causing a "set-back" from its right-of-way due to the need for farm equipment turn-around space.

Response to Submission I038 (John Bettencourt, October 12, 2011) - Continued

I038-6

The White Paper "Induced Wind Impacts" examined the potential for airflow from the train to create wind. It found that the induced wind speed would be 2.4 miles per hour at 30 feet from the train. This distance is well within the right-of-way of the system, so induced wind at the edge of the right of way would be very small. Note that HST trainsets are very streamlined and applicable are not directly comparable to the wind effects of a typical freight train, even at higher speed. "Induced Wind Impacts" concluded regarding the potential for pesticide drift prevention space:

"There is the general practice that the application of pesticides is not performed in winds that exceed 5-10mph. The actual limiting of application is determined by factors such as pesticide label instructions, the experience of the applicator, the perceived risk of drift involved and specific application conditions and regulations."

"The situation of the HST moving pesticides from an adjacent field into the HST Right of Way or into an adjoining field is not reasonably foreseeable as a result of the wind speeds noted above."

If pesticide applicators apply pesticides adjacent to the HST in accordance with the existing regulations there should be no liability. If they fail to meet those regulations, the applicator would be liable for damages.

I038-7

Refer to Standard Response FB-Response-CUL-01.

I038-8

Refer to Standard Response FB-Response-GENERAL-04 and FB-Response-SO-01.

For information on the property acquisition and compensation process, see Volume II, Technical Appendix 3.12-A.

I038-9

Refer to Standard Response FB-Response-AG-07.

Submission I039 (L. Stafford Betty, September 26, 2011)

Jim Eggert

From: AdmMgr
Sent: Monday, September 26, 2011 8:42 AM
To: Jim Eggert
Cc: Steven L. Teglia; Alan Tandy
Subject: FW:

Jim - Another to add to your list and as we get these comments from , should reply back with an acknowledgement that we have received, etc. Thanks.

From: Stafford Betty [mailto:Stafford_Betty@firstclass1.csuabak.edu]
Sent: Friday, September 23, 2011 6:45 PM
To: DEVPin; AdmMgr
Subject:

Dear Sirs:

I regard the high speed rail project as a massive boondoggle. I say this not because I don't like trains or am opposed on principle to high speed rail, but because the track between Los Angeles and San Diego, even if finished--and I don't think it ever will be--will never attract enough riders to make it pay. In England, Switzerland, and Austria, where I've traveled by train recently, a high percentage of the population use the rails, and trains run very frequently up and down the tracks--in England every five minutes. This is money well spent.

Rails work wonderfully in densely populated areas at close proximity to each other, but California's population is spread too far apart. Air travel makes much better sense, and it always will.

I039-1 | And of course there is the enormous expense, probably ranging realistically in the area of 150-200 billion. We don't have that kind of money. We never will.

Finally, the disruption of lives as homes, churches, schools, and businesses are destroyed is way too high a cultural and psychic price to pay.

Please stand firmly opposed to this wasteful project.

L. Stafford Betty
Professor of Religious Studies
CSU Bakersfield

1

Response to Submission I039 (L. Stafford Betty, September 26, 2011)

I039-1

Refer to Standard Response FB-Response-GENERAL-17.

Submission I040 (Carol Black, August 17, 2011)

Fresno - Bakersfield - RECORD #342 DETAIL

Status : Action Pending
Record Date : 9/30/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 8/17/2011
Submission Method : Project Email
First Name : Carol
Last Name : Black
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : NA
Telephone :
Email : CBlack0000@aol.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : How can this be called high speed rail when it has milk-run stops every 60 miles or less?

I say, run the rail out on the west side where there are no towns and it can pick up speed. Have you ever ridden the high speed rail in Europe?
This should not be about bringing business to the towns along the way!
Amtrak does that!!

Have you surveyed the public to find out how many people would actually ride the hsr more than once?

Carol Black
Bakersfield
EIR/EIS Comment : Yes

Response to Submission I040 (Carol Black, August 17, 2011)

I040-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-14, FB-Response-86.

The HST system is envisioned as a state-of-the-art, electrically powered, high-speed, steel-wheel-on-steel-rail technology, which would employ the latest technology, safety, signaling, and automatic train control systems. The trains would be capable of operating at speeds of up to 220 mph over fully grade-separated, dedicated track. As described in Chapter 2, Section 2.2.3, Stations, HST stations would have four tracks passing through the station, two express tracks (for trains that do not stop at the station) and two tracks for trains that would stop at the station platforms. Express trains would serve major stations only, providing fast travel times; limited-stop trains would skip selected stops to provide faster service between stations; and all-stop trains would focus on regional service.

I040-2

Refer to Standard Response FB-Response-GENERAL-16.

Public surveys were not conducted to determine how many people would ride the high-speed train.

Submission I041 (Bruce Blayney, October 12, 2011)

Fresno - Bakersfield (May 2011 - July 2012) - RECORD #648 DETAIL

Status : Action Pending
Record Date : 10/12/2011
Response Requested : No
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/12/2011
Submission Method : Website
First Name : Bruce
Last Name : Blayney
Professional Title : individual
Business/Organization :
Address :
Apt./Suite No. :
City : Kingsburg
State : CA
Zip Code : 93631
Telephone : 559-897-2559
Email : bblayney@kingsburgins.com
Cell Phone :
EIR/EIS Comment : Yes
Stakeholder Comments/Issues : I am concerned that the following factors have not been properly addressed :

- | | |
|---------------------|--|
| I041-1 | 1. Air quality will not be improved because of the additional travel required by agricultural business and other individuals due to the extra travel around the closed roads. |
| I041-2 | 2. Air quality and environmental impact of the air turbulence caused by the speed of the trains, especially in the agricultural areas that use pesticides and herbicides. |
| I041-3 ^a | 3. Air quality impacts during the construction. |
| I041-4 | 4. Socio-economic impacts of those businesses that will be displaced or made economically impractical due to the routes dividing their properties or eliminating their businesses entirely. |
| I041-5 | 5. The additional stress on the air and groundwater supply due to the rapid influx of additional people moving into the San Joaquin valley to take advantage of the less expensive housing and property. |

Response to Submission I041 (Bruce Blayney, October 12, 2011)

I041-1

Refer to Standard Response FB-Response-AQ-03.

I041-2

Refer to Standard Response FB-Response-AQ-01.

The Authority and FRA recognize that there is a legitimate concern regarding the health effects of agricultural pesticides. However, the existing regulatory framework significantly reduces the potential that agricultural properties are contaminated with pesticide residues. The U.S. Environmental Protection Agency conducts extensive testing of all commercially-sold organic and non-organic herbicides prior to approval for sale. Additionally, the State of California heavily regulates the purchase and use of agricultural pesticides. Farmers who apply pesticides must report their use; and inspections, investigations, and audits are conducted by state and county officials. In addition, most modern pesticides reside in the environment for limited time before breaking down. For the purpose of our analysis, we have assumed, based on available data about compliance and the existing regulatory framework, that application of agricultural chemicals in the project area has been conducted according to manufacturer recommendations and in compliance with applicable regulations. Given these parameters, the potential for significant accumulation of chemicals in areas that have been subject to routine application of pesticides is low.

The Authority established an Agricultural Working Group to assist the Authority on issues related to the agricultural industry and the High-Speed Train. University, government agencies, and agri-business representatives belong to this group. The Agricultural Working Group prepared a white paper entitled "Pesticide Use Impacts" in 2012. That paper is available on the Authority's website.

The Agricultural Working Group concluded that the existence of the HST and its right-of-way will not in-and-of itself cause promulgation of new regulations to restrict the use of pesticides in close proximity (adjacent) to a new railway. The only impact will be consequent to the railway footprint causing a "set-back" from its right-of-way due to the need for farm equipment turn-around space.

The White Paper "Induced Wind Impacts" examined the potential for airflow from the

I041-2

train to create wind. It found that the induced wind speed would be 2.4 miles per hour at 30 feet from the train. This distance is well within the right-of-way of the system, so induced wind at the edge of the right of way would be very small. Note that HST trainsets are very streamlined and applicable are not directly comparable to the wind effects of a typical freight train, even at higher speed. "Induced Wind Impacts" concluded regarding the potential for pesticide drift prevention space:

"There is the general practice that the application of pesticides is not performed in winds that exceed 5-10mph. The actual limiting of application is determined by factors such as pesticide label instructions, the experience of the applicator, the perceived risk of drift involved and specific application conditions and regulations."

"The situation of the HST moving pesticides from an adjacent field into the HST Right of Way or into an adjoining field is not reasonably foreseeable as a result of the wind speeds noted above."

If pesticide applicators apply pesticides adjacent to the HST in accordance with the existing regulations there should be no liability. If they fail to meet those regulations, the applicator would be liable for damages.

I041-3

The air quality analysis has identified emission impacts from the project during the construction phase. The regional significant construction emission impacts would be completely offset to below a level of significance through the Voluntary Emission Reduction Agreement between the Authority and the San Joaquin Valley Air Pollution Control District. Therefore, impacts on monitoring stations on a regional level would be less than significant.

I041-4

Refer to Standard Response FB-Response-SO-03.

See the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #11, for summary information on the displacement and relocation of businesses, and refer to Section 5.2.3 of the Community Impact Assessment Technical Report for data on

Response to Submission I041 (Bruce Blayney, October 12, 2011) - Continued

I041-4

commercial and industrial business relocations.

I041-5

Refer to Standard Response FB-Response-GENERAL-03.

Impacts on water demand and supplies in the study area have been evaluated for the proposed project, as were impacts due to regional growth. The analysis concludes that existing urban spheres of influence would accommodate the expected growth associated with stations or other proposed project facilities. Therefore, the physical extension of utilities such as electrical transmission, natural gas, water supply, and wastewater lines would not be substantially different than that anticipated under current city and county policies (refer to Section 3.6 and Section 3.18 at page 3.18-26 for additional information).

Motor vehicles are to blame for more than half of the air pollution in California (California Air Resources Board, DriveClean.ca.gov, accessed from <http://www.arb.ca.gov/msprog/zevprog/factsheets/driveclean.pdf>, May 3, 2013). The Air Quality Technical Report (available on the Authority's website) estimates that the HST system would reduce vehicle miles traveled (VMT) in the four-county project area by approximately 10%. As indicated in Section 3.18 of the EIR/EIS, the project is projected to contribute 3% to regional growth in the project area. While it is not possible to make a one-to-one comparison between these two estimates, the reduction in VMT from travelers switching from cars to the HST will not be offsite by the small increase in regional growth attributable to the project. Therefore, the project will reduce pollutant emissions in the San Joaquin Valley, not increase them.

Submission I042 (Ruby Bojurquez, October 7, 2011)

10-07-11P01:05 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I042-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:


[Name]

[Organization]

10/3/11
Date

Response to Submission I042 (Ruby Bojurquez, October 7, 2011)

I042-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I043 (Connie Bomar, October 10, 2011)

Fresno - Bakersfield - RECORD #486 DETAIL

Status : Action Pending
Record Date : 10/10/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/10/2011
Submission Method : Project Email
First Name : Connie
Last Name : Bomar
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : NA
Telephone : 661-325-0451
Email : expectablenessing@hotmail.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues : Hello, Rail Authority:

I thank you for making your contact address easily accessible, for I have been intersted in weighing in on the idea of the rail. Your willingness to ask for comment is appreciated. Thank you.

My father moved into his home at 2233 E California on Easter Sunday in 1958.. I understand it is in the direct path of the train. He raised two children here, built a foundational business here (Bomar Tree Service, circa 1953), has purchased low rent rentals nearby, and served on the church's board right across the street for many years. In effect, this parcel of land has been his world for 54 years. It still is. I live in a small home on the property to make it easy to care for his needs. In a word, this is our homeplace. I understand that you have an enthusiasm for this project, and believe it to be an asset to our valley. Yet, must it slice a horrible scar through our city and uproot long time productive tax payers and citizens of my dad's calibre?

When you find time, please contimplat this major undertaking, and consider a more rural route...it would be a more beautiful route for the passengers, and and an easier transition for our seniors.

thank you for hearing my story,
Connie Bomar
661-325-0451

EIR/EIS Comment : Yes

I043-1

Response to Submission I043 (Connie Bomar, October 10, 2011)

I043-1

Refer to Standard Response FB-Response-GENERAL-25.

Submission I044 (Doug Boren, September 6, 2011)

Fresno - Bakersfield - RECORD #409 DETAIL

Status : Action Pending
Record Date : 10/4/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 9/6/2011
Submission Method : Email
First Name : Doug
Last Name : Boren
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : 92084
Telephone :
Email : doug.boren@gmail.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes

**Stakeholder
Comments/Issues :**

Public comment - associated with the wrong section

Lisa Lanterman
URS Public Affairs
(916) 679-2210 direct
(916) 642-5406 cell

-----Original Message-----

From: support@pbcommentssense.com
[mailto:support@pbcommentssense.com]
Sent: Tuesday, September 06, 2011 8:19 AM
To: bakersfield_palmdale@hsr.ca.gov
Subject: California High-Speed Train Comment

Submission via <http://www.cahighspeedrail.ca.gov/contact.aspx>

First Name: Doug
Last Name: Boren
Contact Category: Bakersfield - Palmdale Interest As: CA Resident
Organization:
Title:
Email Address: doug.boren@gmail.com
Telephone:
City:
State: CA
County:
Zip Code: 92084

Message:

I am a former BHS student and when I heard your train depot and track would require you to destroy a Bakersfield landmark. I about had an heart attack.. there's are 1000s of people that will HATE HATE HATE that train if you go though with that plan. There is PLENTY of room in and around Bakersfield for a depot. Find a better place for it. The school might be a little old.... a little ugly.. but it was The 1st high-school in the area. It was formed by people who wanted to continue their education.. that feeling of better your. Self for your self lives in that school. Don't take that away from us and all the students that will go there in the future.
Thanks for your time!

=====

Please note this record is also saved in PBCommentSense Bakersfield - Palmdale Corridor as record #28.
<http://cahsr.pbcommentssense.com/pbcs/submission/edit.aspx?id=2800&projectID=2>

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EIR/EIS Comment :

Yes

I044-1

Response to Submission I044 (Doug Boren, September 6, 2011)

I044-1

Refer to Standard Response FB-Response-SO-08.

Submission I045 (Tammy Bozarth, August 25, 2011)

Fresno - Bakersfield - RECORD #147 DETAIL	
Status :	Action Pending
Record Date :	8/25/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	8/25/2011
Submission Method :	Website
First Name :	Tammy
Last Name :	Bozarth
Professional Title :	
Business/Organization :	Rosedale Community
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93312
Telephone :	661-322-2545
Email :	Spashiners@yahoo.com
Email Subscription :	Bakersfield - Palmdale, Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	I live in the neighborhood that is directly impacted in the Bakersfield - Rosedale area. according to your impact map you will be removing approx. 35 homes on my block. I am deeply concerned that after the homes are removed the land will be left nonmaintained. I do not wish to have my home next to 35 acres of vacant fields. What is in the plan for the areas that are in residential neighborhoods?
EIR/EIS Comment :	Yes

I045-1

Response to Submission I045 (Tammy Bozarth, August 25, 2011)

I045-1

Refer to Standard Response FB-Response-SO-04.

For information on the maintenance of the property adjacent to the right-of-way, see Mitigation Measure SO-7 in the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.7. Also see Mitigation Measure SO-3: Implement measures to reduce impacts associated with the division of existing communities in the Bakersfield Northwest District.

Submission I046 (Tammy Bozarth, September 22, 2011)

Fresno - Bakersfield (May 2011 - July 2012) - RECORD #263 DETAIL

Status : Action Pending
Record Date : 9/22/2011
Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Date : 9/22/2011
Submission Method : Website
First Name : Tammy
Last Name : Bozarth
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93312
Telephone : 661-322-2545
Email : Spashiners@yahoo.com
Cell Phone :
EIR/EIS Comment : Yes

I046-1 | Stakeholder Comments/Issues : I live on Palm Ave in Bakersfield. I have a few impact issues. The track alignment B1 and B2 have the same impact on my property. First you will be removing 28 1 acre homes on my street leaving 28 acres of dirt. Which means weeds, rodents, unmaintained land.
I046-2 | I understand that directly in front of my home within 60 yards of my front yard the track will be elevated to 15 feet I live in an area that doesn't even have overhead power lines Now I will have a train!!!
I046-3 | .2nd I live in an area that is very peaceful. Noise is an issue for me as a REAL negative impact to my life. You must do everthing possible to reduce the noise to the appssolute minimum.
I046-4 | 3rd the plan is to close Palm . This is a major problem. I would have to drive West at least 2 miles turn North or South go another 1 to 2 miles just to get to a major road so I can go EAST. I am asking you to NOT close Palm Ave. Raise the track so auto traffic can still have access to Calloway.

Response to Submission I046 (Tammy Bozarth, September 22, 2011)

I046-1

Refer to Standard Response FB-Response-SO-04.

For information on the maintenance of the property adjacent to the right-of-way, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.7, Mitigation Measure SO-7.

I046-2

Refer to Standard Response FB-Response-AVR-03.

See also Mitigation Measure AVR-MM#2d, Replant Unused Portions of Lands Acquired for the HST, in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS.

I046-3

Refer to Standard Response FB-Response-N&V-05.

The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.6 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 A-weighted decibels (dBA), such as adding acoustically treated windows, extra insulation, and mechanical ventilation as

I046-3

detailed in Section 3.4.6, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receivers, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least a 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

I046-4

Palm Avenue is proposed to be closed under the BNSF, Bakersfield South, and Bakersfield Hybrid Alternatives. Verdugo Lane is proposed to be extended to connect Palm Avenue to Shellabarger Road, which connects to the closest HST crossing at Calloway Drive. The extension of Verdugo Lane would save approximately 1 mile of out-of-direction travel that would otherwise require the use of Palm Avenue, Spanke Road, Cilantro Avenue, and Pepita Way to access the intersection of Verdugo Lane and Shellabarger Road.

Please refer to Appendix 2-A, Road Crossings, of Chapter 2.0, Alternatives, for a listing of road closures.

Submission I047 (Janet Bradley, October 13, 2011)

Fresno - Bakersfield - RECORD #1358 DETAIL

Status : Action Pending
Record Date : 10/27/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/13/2011
Submission Method : Project Email
First Name : Janet
Last Name : Bradley
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : NA
Telephone :
Email : whbradleyii@hotmail.com
Email Subscription :
Cell Phone :
Add to Mailing List : No
Stakeholder Comments/Issues : To Whom it may Concern,

I047-1

I am a life long Kings County resident. My name is Janet Bradley. I am apposed to the high speed rail going through Kings County. I read in last Friday's paper that now it is going to affect me and my family. This project is expeceted to cost a lot of money. The Federal, state and local government have NO extra money. It is all over the news this country is in a fiscal mess and now you want to spend money to go high speed to Bakersfield then get on what a high speed gray hound bus to go to LA. I have no extra money in my home to go high speed anywhere, neither does the government. Yet someone who will make a lot of money is pushing this through. How about the west side of Fresno County along I 5. Most of the farms have dried up because the government made a choice to give the farmers no water. Does this make good sense to you? Please stop this and stop spending money. Thank you, Janet Bradley

EIR/EIS Comment : Yes

Response to Submission I047 (Janet Bradley, October 13, 2011)

I047-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10,
FB-Response-GENERAL-14, FB-Response-GENERAL-17.

Submission I048 (Marcie Brakebill, October 13, 2011)

Fresno - Bakersfield - RECORD #1355 DETAIL

Status : No Action Required

Record Date : 10/27/2011

Response Requested : No

Stakeholder Type : CA Resident

Submission Date : 10/13/2011

Submission Method : Project Email

First Name : Marcie

Last Name : Brakebill

Professional Title :

Business/Organization :

Address :

Apt./Suite No. :

City :

State : CA

Zip Code : NA

Telephone :

Email : marciebrakebill@sbcglobal.net

Email Subscription :

Cell Phone :

Add to Mailing List : No

Stakeholder Comments/Issues : I do not think the Ca High Speed Rail should be built. Our State/Country in in financial dire straits and this is money that needs to be spent else where. I do not believe the HSR will be use enough to make it worth the money..

I also think the proposed route will displace too many people from homeowners (myself included), business, schools etc. Furthermore I don't believe it will do anything to create LOCAL jobs. We already have many road projects in progress in which out of area workers/contractors are being used.

I guess I don't understand how a person can WORK to aquire their homes, businesses etc and then the government can just come in and say here is X amount of dollars... get out because we now want your property. We teach our children not to bully but this is a case of the government being a bully. People work hard to buy a home, however modest. The government/HSR didn't buy our homes for us so how can they take them from us. Minimal monetary compensation does nothing for the heartache, stress, terror and a host of other traumas that being booted from your home will cause. I was at the meeting at the Beale Library in Bakersfield, I wish I had ask for a show of hands of the HSR panel on how many of those people will be NEGATIVELY affected by the continuation of this project. My guess is NONE.

STOP THE HIGH SPEED RAIL PROJECT and use this money wisely.

Marcie Brakebill

EIR/EIS Comment : Yes

Affiliation Type : Individual

Official Comment Period : Yes

I048-1

Response to Submission I048 (Marcie Brakebill, October 13, 2011)

I048-1

Refer to Standard Response FB-Response-GENERAL-10 and FB-Response-GENERAL-14.

Submission I049 (Chris Brewer, October 13, 2011)

Chris Brewer,

Recipient of the 2010 Governor's Historic Preservation Award

October 12, 2011

From: Chris Brewer
179 East Pine Street
Exeter, CA 93221

To: California High Speed Rail Authority, Fresno to Bakersfield Draft EIS/EIR Comments, 770 L Street, Suite 800, Sacramento, CA 95814

Via email: Fresno_Bakersfield@hsr.cca.gov

Re: DRAFT EIR/EIS COMMENT

Dear Sir,

I have had the pleasure of reviewing the HASR for the Fresno to Bakersfield segment of the High Speed Rail Authority's project and hereby submit the following comments:

My comments are specific to the information and conclusions made about properties in the Bakersfield area on DPR 523 forms in the Historic Architectural Survey Report completed by JRP Historical Consulting, LLC., Fresno to Bakersfield Section.

As a professional historian and great, great grandson of Bakersfield's founder, Col. Thomas Baker, I have a strong affinity for the preservation of Bakersfield's past. So many of the city's landmarks have fallen to callous development seeking only a high yield on return that it is nearly impossible to determine the cost to historic properties.

I have enjoyed a personal and professional relationship with many members of the JRP team and respect their overall work. However, after careful review of the HASR, my conclusion is that there are large numbers of deficiencies in the evaluation of historic properties in Bakersfield that should be rectified prior to finalizing the environmental document. In my opinion there are a number of properties and districts within the project APE that were not identified as such during the research process, leaving open the probability of a significant loss of historic properties along the proposed route.

I am also puzzled as to why I was not contacted for assistance in identifying properties in Tulare, Kings, and Kern Counties since I have done so much preservation work in these counties. I compiled all of the City of Bakersfield's cultural resource surveys, and have written countless other documents on Bakersfield and surrounding areas. I have nine books in print, five of which are on Bakersfield and Kern County. In 2010, I was the first person in the 25 year history of the award program to receive the award as an individual.

1

Chris Brewer,

Recipient of the 2010 Governor's Historic Preservation Award

My comments herein are specifically focused in Bakersfield where at least one of the routes follows the Santa Fe Railroad right of way into and through the city. Many of the properties discussed appear to be eligible for the National Register of Historic Places primarily under Criterion C with a few qualified under Criterion A, either individually or as historic districts. Further, they also appear to be historical resources for the purposes of CEQA.

The document and forms appear to be well written and credible, complementary to the consultancy of JRP Historical Consulting, LLC. I disagree with a significant number of the conclusions reached about several properties in the Bakersfield area and believe the researchers and writers of the document have missed key elements to eligible properties in the area of the APE.

I am not able on an immediate basis to provide sufficient information for National Register eligibility for each property; then again, it is not my job to do so. However the consultant's review of the forms and properties that I have referred to is in order. The Criteria for Evaluation of historic-era resources (buildings and structures) under the National Register of Historic Places and CEQA is part of the evaluation process so my reference to this should be understood by the parties involved.

The MOU between the participating parties states that "Research should be conducted with the appropriate agencies, knowledgeable individuals, local and regional historical societies, archives, and libraries."

Local experts were sparingly contacted for this project. Although I am just another resident of the area, it is fairly well known that I have some knowledge of Bakersfield and its surrounding area. Although I was responsible for compiling all five of the City of Bakersfield's Cultural Resources Surveys, including many other surveys and projects in the city, there was no attempt to contact me for input or assistance.

I am addressing my considerable concerns that the environmental document does not adequately report accurate findings for the project study. Moreover, it appears that the document was prepared in such a hurry that historic and/or potential historic properties were given only a cursory review, if any, and their background and detailed design elements overlooked. These properties should be given full consideration of their historical significance and it reported on the DPR 523 forms for public review.

During my review I found the constant use of phrases such as "*This building has replacement siding, windows, and doors*" or "*this building has a replacement roof*" repeatedly, on properties where clearly the siding has not been replaced, or a replaced roof or roofing does not affect its integrity. In my opinion, this is evidence that the document was likely rushed to complete and a good cut and paste was in order to meet

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I049-1

Submission I049 (Chris Brewer, October 13, 2011) - Continued

Chris Brewer,

Recipient of the 2010 Governor's Historic Preservation Award

deadlines. As a professional, this is very annoying to find in environmental documents as it demonstrates the lack of concern for historic properties by the researchers, or at least it shows that the completion of the document is seen as being more important than its accuracy. Either way, the historic property loses and expediency and financial gain win. This is not a game of how much can be made by evaluating a huge number of properties but a task and perhaps a duty to accurately report on properties that may well **be lost to a proposed future project. I am not questioning JRP's reputation or ethical considerations**, but only pointing out that a hurried document will always cause difficulties.

The streamline documentation process of this project has apparently been allowed to provide the consultants an opportunity to report on properties that have a lesser amount of historic background and physical integrity. This is a wonderful way to get through some of the lesser properties more efficiently with a lowered cost. However when the reporting becomes simply a matter of moving boilerplate from one form to the other rather than actually reviewing a property and accurately reporting it out, then the process loses its own integrity. The streamline documentation process in this document needs a better QAQC and better initial reporting to give these properties their just review. Perhaps the properties will all remain as reported, not eligible for anything; still the process will at least be adequately completed without questions about the various properties included in the list.

I believe there are a number of neighborhoods in Bakersfield that have been overlooked and should be reviewed properly. Granted some of the neighborhoods may not be the finest blocks of housing in the city, nor the easiest to investigate in report out on, still, they are neighborhoods with people and culture, and proper review is warranted. A number in East Bakersfield are: Alpine St., Butte St., Beale Avenue, Dolores St., Eureka St. Then there is Baker Street, local churches, houses, commercial building and the like. These are in neighborhoods that should be investigated for eligibility. Unfortunately these properties are in the Streamline Documentation section, properties that under normal circumstances would be reviewed with full set of DPR 523s.

I049-2

Many of these types of properties do not have replacement siding, doors, roofs, and windows, although this is what is reported. One example is the properties on King and Chico Streets in neighborhoods from the late 1940s and early 1950s. These are potentially eligible neighborhoods of the post-war era, yet they were not considered and are underreported in the quickie list. They are neither beautiful nor fancy, or ornamented, yet they do represent a significant element of local society and a neighborhood.

There is a pattern in the streets in East Bakersfield. These particular streets were once alphabetical, A, B, C, D, etc. But once the city of Kern City was incorporated into

3

Chris Brewer,

Recipient of the 2010 Governor's Historic Preservation Award

Bakersfield, the streets in the new East Bakersfield had to be changed to named streets, thus the Alpine, Butte, Chico, Dolores, Eureka, etc. street names.

I049-3

Below are examples of significant errors in identification. The house at 617 Dolores St., is on the short list and identified as a 1930s building when it is clearly at least 1890s and architecturally intact. A replacement door and roofing are the reason given for its dismissal. These changes are more than likely a normal aging problem of the building and certainly not significant enough to discount a house from review. The form on 711 East 18th Street shows a 1932 house yet looking past the full front porch, a reviewer can see architecture from the turn of the Twentieth Century. 2419 East California Ave. supposedly has a modified porch yet it is as original as any in town. 2423 East California Ave. has the identical front porch and the reviewer says it is modified too. These porches have their original design elements. 2901 California Ave. is said to have replacement windows apparently discounting the house at that point. But if the windows present in the photograph are replaced, the resident did so with the same kind of window design, thus not causing a degradation of design in the house. The researcher also should be aware that plaster, now frequently called stucco, was used long before these houses were built and many undoubtedly had original plaster finishes. All are identified as replacement siding. There are many, many more properties that are misidentified and not researched for Criterion A or B in this set of properties. It is not clear as to why this is allowed, even under the MOU. These are the type of properties that cause the public to question the ability of the reviewers to adequately protect their properties and rights as residents of a community.

I049-4

I049-5

I049-6

I049-7

In Bakersfield, many properties were not properly reported. For example, properties in the 2300 through the 3000 blocks of California Avenue have potential as being part of a historic district along with the adjacent properties to the south. Much of this particular area is known as the Sunset Park tract and is significant as a representative housing tract if the 1930s. Henry Brandt laid out the tract in late 1936 as part of a relief effort of the housing shortage that plagued Bakersfield during the Depression. The tract and others adjacent to it are nearly entirely architecturally intact and as such retain a significant amount of integrity of their neighborhoods. Sunset Park appears eligible for the National Register of Historic Places at the local level, yet the researchers ignored any **relationship to other properties in the area with that famous quote: "This building has replacement windows, doors, and siding." No, most of them do not have that. This is a glaring error in the document's reporting of properties.** Worse than that, they are all in the Streamline Documentation where they get no evaluation.

I049-8

Here's more: 1400 S Street was the Post Office Annex, formerly known as the Vega Plant in Bakersfield, where they made the Lockheed Vega aircraft parts. (See the U.S. Centennial of Flight Commission website for Vega history. 1943, First aircraft factory in county built at Bakersfield--the Lockheed-Vega Corporation produced parts for military

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Submission I049 (Chris Brewer, October 13, 2011) - Continued

Chris Brewer,

Recipient of the 2010 Governor's Historic Preservation Award

- I049-8 | aircraft.) The plant expanded with the production needs. Again we see those infamous words: "replacement doors and windows, three small shed roof additions, and modified bays..." **It too is on the Streamline Documentation list. A look at Criterion A might** also be in order for this property.
- I049-9 | The Cain AME Church at 620 California Avenue turned 100 years old several years ago, with services at this location for decades. It is not even identified by name on the **Streamline Documentation list. Again: "replacement windows, siding, and doors and large addition. Criterion A for this one too?**
- I049-10 | The neighborhoods on K, L, M, and N streets have district potential, yet they are on the Streamline Documentation list. These have been surveyed for previous city projects and **are, in fact, on the city's Cultural Resources survey list noting a district. "replacement windows, siding, and doors?" Yes, here too are those** now memorable words.
- I049-11 | The same applies to the 300 and 400 blocks of Truxtun Avenue. The Santa Fe Café at 1510 F Street; The Mexican Methodist Church at 411 Baker Street; the property at 101 & 107 Truxtun Avenue, Brand Dry Ice Company; Brandco. This streamline moderne building has been at this location since 1947 and is actually an unusual design for a single story building of its nature. Serving as an ice distribution house, the building has been a local landmark since the 1950s. I remember it as a child, being intrigued by its unusual sweeping curves and smooth surfaces.
- I049-12 | The neighborhoods and buildings in the adjacent Kruse tract should be reviewed. The Kruse Tract is located west of Union Avenue, in the Truxtun Avenue-18th Street area. Houses in that area date from the 1910s and 1920s and are generally well preserved. The description of the tract is well done on form for 207 & 225 Truxtun Avenue. This is a tract that should be reviewed for integrity and significance as it was the connecting residential area that joined the newly annexed East Bakersfield with Bakersfield in 1911.
- I049-13 | Then there is the 401-405 Truxtun Avenue property of the St. George Greek Orthodox Church, a Bakersfield landmark for years, and the principal worshiping church for the **city's Greek community. The St. George** Church may have seen some modification over its history but still retains its overall integrity and should not be written off for minor points. Given the proper review, this church will likely be found eligible for the National Register of Historic Places.
- I049-14 | The Bakersfield City Hall, Statue of Col Thomas Baker, the property at 1307-1311 Eye Street, the Santa Fe Café in the 1500 block of F Street, and the West Park properties, all were given less than adequate discussion of eligibility and simply discounted as not significant. The Baker statue is only one of less than 10 works of the WPA artist, John Palo Kangas still in existence. As a State Historic Landmark of early vintage, the

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Chris Brewer,

Recipient of the 2010 Governor's Historic Preservation Award

- I049-14 | monument should have been re-evaluated for significance during this process. It was not.
- I049-15 | The Bannister or San Joaquin Grain Co. warehouse at 2030 14th Street, one of very few of the old railroad warehouses left depicting the method of rail shipping in the San Joaquin Valley from the 1920s. Note: This property owner should be checked for accuracy.
- I049-16 | As a professional historian/architectural historian, I wholeheartedly disagree with the assessment of the Bakersfield High School (BHS) campus. The BHS campus is unique and represents the first high school in Kern County. Encompassing nine blocks of the city of Bakersfield, it is an unusual example of a large identifiable high school campus from its time. A city within a city with nearly every service available to its students and faculty, the school is relatively self-contained, as it has been during most of its 118 year history.
- Most importantly, it represents a pallet of architectural design progress in the life and work of architectural master, Charles H. Biggar, whose career of designs are represented in the campus buildings. This includes the **retrofits. Biggar was the architect of the original designs of the buildings. Other architects involved were also locally significant and included** C. Barton Alford, who worked first for Charles Biggar and continued on his own with W.J. Thomas after Biggar died in 1946. During his career, Alford designed significant buildings in Bakersfield, including the Tejon Theater, Sierra Junior High School, and the then-new Kern General Hospital, the stadium-like auditorium at North High School, and other local school buildings
- The campus has a cohesive visual character and retains a good degree of integrity. The entire campus is a prominent institutional example of **Charles Biggar's design** work, and is relatively intact from its designs of the 1930s.
- I do not believe the Criteria for Evaluation was adequately utilized in evaluating the school campus. The campus is clearly a historical resource under the National Register and CEQA criteria.
- None of the above properties were given adequate research and evaluation. Many should be found eligible, mostly as contributors of historic districts and some individually. Since they are not adequately identified in the Historic Resources Evaluation Report (HREER), the actual environmental impacts of the proposed project are impossible to determine and historic resources will be damaged or lost. Inaccurate reporting causes unintentional poor decision-making, and precludes a misinformed public from adequately reviewing documents, thwarting the statutory goals of the EIR process. The properties identified in this correspondence are significant to the history of Bakersfield and Kern County. They must be given adequate review and evaluation.

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Submission I049 (Chris Brewer, October 13, 2011) - Continued

Chris Brewer,

Recipient of the 2010 Governor's Historic Preservation Award

Realizing the High Speed Rail project is on a fast-track for completion, it still is not a reasonable practice to complete a less than adequate evaluation of these properties.

Again, I do not wish to impugn the reputation of JRP Consulting as they are a fine, well established partnership. But pressure to complete a project faster than reasonable will cause a failure in the review process. Very few of us are informed of the history of the area and probably fewer yet will respond to the document. This makes it even more important to communicate with the consultants the need to revisit the document.

Should questions arise that I may be of assistance to the reviewers, please feel free to contact me at (559) 280-8547, or by e-mail (1718k@verizon.net).

Respectfully submitted:

/s/
Chris Brewer
Architectural Historian
179 East Pine Street
Exeter, CA 93221
559 280-8547
1718k@verizon.net

Response to Submission I049 (Chris Brewer, October 13, 2011)

I049-1

Comment noted. Archival and secondary source research for this project was extensive. The data collected supports both the general historical context and individual property histories prepared and reported in the technical reports. Research was conducted in accordance with the HST Programmatic Agreement (PA) and following Cultural Resources Management best practices. The commenter's written work and studies were consulted and incorporated in the project reports, with proper citations. This individual commenter was not interviewed during the course of research; however, research conducted for the built environment studies did include contact with numerous local and regional historians, librarians, and archivists. The evaluations and conclusions drawn regarding built environment resources are thoroughly and adequately documented by the research conducted, as cited.

I049-2

Refer to Standard Response FB-Response-CUL-01.

All built-environment resources more 50 years old were considered for their potential to meet the eligibility criteria for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Alterations to buildings and structures that diminished their historic integrity were noted for all surveyed properties. Built-environment resources were evaluated for their potential individual eligibility and, where appropriate, for their potential to contribute to a historic district. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the findings presented in the technical documents prepared for the Draft EIR/EIS (DPR OHP 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under the California Environmental Quality Act (CEQA).

I049-3

Thank you for identifying this error. On review of this particular property (617 Dolores Street), we agree that the original built date was likely the 1890s despite the renovations that have occurred since that time, particularly in the 1930s. Per your comment, the technical data regarding this property were updated in the Supplemental Historic

I049-3

Architectural Survey Report (Supplemental HASR) (Authority and FRA 2012c). However, the conclusions regarding this property remained unchanged, and it remains in the HASR streamline report. As a result, it is not considered a historic property or historical resource for the purposes of the National Environmental Policy Act (NEPA) or the California Environmental Quality Act (CEQA).

I049-4

Thank you for identifying this error. On review of this particular property (711 East 18th Street), we agree that the original built date was likely in the 19th century, despite the renovations that have occurred since that time, particularly in the 1930s. Per your comment, the technical data regarding this property were updated in the Supplemental Historic Architectural Survey Report (Supplemental HASR) (Authority and FRA 2012c). However, the conclusions regarding this property remain unchanged, and it remains in the HASR streamline report. As a result, it is not considered a historic property or historical resource for the purposes of the National Environmental Policy Act (NEPA) or the California Environmental Quality Act (CEQA).

I049-5

The residences at 2419 and 2423 California Avenue were considered for their potential to meet the eligibility criteria for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Alterations to buildings and structures that diminish their historic integrity were noted for all surveyed properties. Built-environment resources were evaluated for their potential individual eligibility and, where appropriate, for their potential to contribute to a historic district. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the findings presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under the California Environmental Quality Act (CEQA).

Response to Submission I049 (Chris Brewer, October 13, 2011) - Continued

I049-6

The residence at 2901 California Avenue was considered for its potential to meet the eligibility criteria for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Alterations to buildings and structures that diminish their historic integrity were noted for all surveyed properties. Built-environment resources were evaluated for their potential individual eligibility and, where appropriate, for their potential to contribute to a historic district. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the findings presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under the California Environmental Quality Act (CEQA).

I049-7

Refer to Standard Response FB-Response-CUL-01.

All built-environment resources more 50 years old were considered for their potential to meet the eligibility criteria for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Built-environment resources were evaluated for their individual eligibility and, where appropriate, such as in the neighborhood of Sunset Park, as part of a potential historic district. Alterations to buildings and structures that diminish their historic integrity were noted for all surveyed properties. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the findings of eligibility and non-eligibility presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under the California Environmental Quality Act (CEQA).

I049-8

All built-environment resources more 50 years old, like the buildings at 1400 S Street, were considered for their potential to meet the eligibility criteria for listing on the National

I049-8

Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Alterations to buildings and structures that diminish their historic integrity were noted for all surveyed properties. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the findings of eligibility and non-eligibility presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under the California Environmental Quality Act (CEQA).

I049-9

All built-environment resources more 50 years old, like 620 California Avenue, were considered for their potential to meet the eligibility criteria for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Alterations to buildings and structures that diminish their historic integrity were noted for all surveyed properties. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the findings of eligibility and non-eligibility presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under the California Environmental Quality Act (CEQA).

I049-10

Refer to Standard Response FB-Response-CUL-01.

All built-environment resources more 50 years old were considered for their potential to meet the eligibility criteria for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Built-environment resources were evaluated for their individual eligibility and, where appropriate, such as for K, L, M, and N streets, as part of a potential historic district. Alterations to buildings and structures that diminish their historic integrity were noted for all surveyed

Response to Submission I049 (Chris Brewer, October 13, 2011) - Continued

I049-10

properties. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the findings of eligibility and non-eligibility presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under the California Environmental Quality Act (CEQA).

I049-11

Refer to Standard Response FB-Response-CUL-01.

All built-environment resources more 50 years old were considered for their potential to meet the eligibility criteria for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Built-environment resources were evaluated for their individual eligibility and, where appropriate, as part of a potential historic district. Alterations to buildings and structures that diminish their historic integrity were noted for all surveyed properties. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the findings of eligibility and non-eligibility presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under the California Environmental Quality Act (CEQA).

I049-12

The Area of Potential Effect (APE) for built-environment resources was defined in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) guidelines for historical resources. Much of the Kruse Tract is outside the APE for the project and did not require survey. Those parcels within the APE were evaluated for individual eligibility and, where appropriate, as part of a potential historic district. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the definition of the built-environment APE presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the

I049-12

definition are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c).

I049-13

Refer to Standard Response FB-Response-CUL-01.

All built-environment resources more 50 years old, like the St. George Greek Orthodox Church, were considered for their potential to meet the eligibility criteria for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). In the case of religious properties, such as this church, they were also considered for their potential to meet the criteria for religious properties because, in general, religious properties are not eligible for listing. Alterations to buildings and structures that diminish their historic integrity were also noted for all surveyed properties. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the findings of eligibility and non-eligibility presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under the California Environmental Quality Act (CEQA).

I049-14

Built-environment resources over 50 years old were considered for their potential to meet the eligibility criteria for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Built-environment resources were evaluated for their individual eligibility and, as with the residences constructed as part of the Westpark subdivision, as part of a potential historic district. Bakersfield City Hall, the Colonel Thomas Baker Memorial, the Santa Fe Cafe (1510 F Street), and 1307-1311 Eye Street were each subjected to an appropriate level of evaluation. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the findings of eligibility and non-eligibility presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report (HPSR) (Authority and FRA 2011b, 2011c). The

Response to Submission I049 (Chris Brewer, October 13, 2011) - Continued

I049-14

resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under the California Environmental Quality Act (CEQA).

I049-15

Comment noted. However, the building once at 2030 14th Street was demolished at some point between late 2011 and August 2012, and the property is no longer subject to built-environment evaluation for historic significance.

I049-16

Comment noted. The Historic Property Survey Report (HPSR) (Authority and FRA 2011c) includes an evaluation of the Bakersfield High School campus as a potential district. The evaluation concluded that the campus as a whole does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not meet the criteria for significance within the broader context of state or county education, does not meet the criteria for significance within the context of secondary education within the city, and has undergone decades of changes that resulted in a substantial loss of integrity as a district. Not only was the campus changed by the addition and demolition of structures over the years, but it also suffered a great deal of damage in the earthquakes of 1952. The subsequent construction and later modification of those buildings further changed the campus. The post-earthquake construction did not attain historical significance on its own within the context of earthquake recovery efforts. Harvey Auditorium was found eligible for listing in the NRHP and CRHR as an important example of the work of local master architect Charles Biggar under Criteria C (NRHP) and 3 (CRHR). These conclusions are substantiated by the analysis and supporting documentation presented in the evaluation and reported in the Historic Property Survey Report (Authority and FRA 2011c).

Primary and secondary sources were used to document the history of the school and the development of the campus, including material from the Bakersfield High School Archive, historic aerial photography, historic architectural plans, and extensive local and architectural press coverage, among many other sources. The citations and full reference list were provided in the evaluation form. In February 2012, the California State Historic Preservation Officer (SHPO) concurred with the findings of eligibility and

I049-16

non-eligibility presented in the technical documents prepared for the Draft EIR/EIS (SHPO 2012). Details of the findings are available in the Historic Architectural Survey Report (HASR) and the HPSR (Authority and FRA 2011b, 2011c). The SHPO concurred that Harvey Auditorium is individually eligible for the NRHP. The auditorium is also considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). The SHPO also concurred that none of the other buildings or structures on the Bakersfield High School campus qualified for inclusion in the NRHP, either individually or as a cohesive grouping, as required for historic districts. The resources that did not meet the eligibility criteria for listing in the NRHP or CRHR are not considered historical resources under CEQA.

Submission I050 (Laarni Brodi, October 7, 2011)

10-07-11P01:05 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I050-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Laarni Brodi
[Name]

[Organization]

10/3/11
Date

Response to Submission I050 (Laarni Brodi, October 7, 2011)

I050-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I051 (Ross Browning, September 20, 2011)

09-20-11A11:00 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I051-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

[Name]

[Organization]

Date

Response to Submission I051 (Ross Browning, September 20, 2011)

I051-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I052 (Phyllis Browning, September 20, 2011)

09-20-11A10:59 RCV0

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I052-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Phyllis Browning
[Name]
Member of CHSRA and an
Impacted Homeowner
[Organization]
September 14, 2011
Date


Response to Submission I052 (Phyllis Browning, September 20, 2011)

I052-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I053 (Ross and Phyllis Browning, October 12, 2011)

16



CALIFORNIA
High-Speed Rail Authority

10-12-11P02:07 RECEIVED

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

Public Hearings
September 2011

Please submit your completed comment card at the
end of the meeting, or mail to:

Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

**La Sección de Fresno a Bakersfield del Tren de Alta
Velocidad** Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)

Audencias Públicas
Septiembre del 2011

Por favor entregue su tarjeta completada al final de la
reunión, o envíela por correo a la siguiente dirección:

The
28, 20

Extended comment period for
Fresno to Bakersfield High-Speed
Train Draft EIR/EIS:
August 15-October 13

tember
ally, or
2011.

El periodo de comentario es del 15 de Agosto al 28
de Septiembre del 2011. Los comentarios tienen que ser
recibidos electrónicamente, o matasellados, el o antes
del 28 de Septiembre del 2011.

Name/Nombre: Ross and Phyllis Browning

Organization/Organización: _____

Address/Domicilio: 8646 Cairo Ave, Laton, CA 93242

Phone Number/Número de Teléfono: 559-984-2992

City, State, Zip Code/Ciudad, Estado, Código Postal: Laton, CA 93242

E-mail Address/Correo Electrónico: RCBrowning@aol.com

(Use additional pages if needed/Usar paginas adicionales si es necesario)

*The report does not show how we will be able to
access our property after the overpass on Cairo Avenue
is put in place. This overpass also affects my mother's
home, 3 other neighbors' homes, plus 1 neighbor's business
shop.*

I053-1

Response to Submission I053 (Ross and Phyllis Browning, October 12, 2011)

I053-1

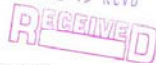
Refer to Standard Response FB-Response-AG-02.

Submission I054 (Ross C. Browning, October 12, 2011)

Ross C. Browning

8646 Cairo Ave. Laton, CA 93242

10-12-11P02:15 RCVD



24

October 10, 2011
Chairman and
Members of the Board of the
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Gentlemen,

Thank you for extending the review period for the current Fresno to Bakersfield DEIR/DEIS and creating the additional, separate 45 day formal comment period in the spring of 2012 for these documents.

You can rest assured that this additional period is needed as our local library is only open 16 hours a week and reading the document on a computer screen requires an intimate knowledge of the contents of the document that I do not, as of yet, possess. The additional 5-6 month review period will be put to good use, and who knows, I might be able to come up with a reason to delay or even stop the scheduled construction start in Fresno.

Until that final review period arrives, I would like you to provide specific, in depth answers to the following questions:

- I054-1
- A group, consisting of two CHSRA agents and one board member, informed a citizen that was concerned about how ROW and land locked parcels would be handled. The response was, that if needed, they would build a tunnel under the track from the parcel with road access. When asked how big the tunnel would be they were told that it should accommodate a cotton picker or harvester. My questions are; Can I expect the same type tunnel to be provided so that I may have access to my property? How about my neighbors and others affected by a loss of access to our properties? If not, why not? Or, if not, what would be provided to allow 24/7 access to our properties? I can not find specific answers to these questions in the DEIR/DEIS.
- I054-2
- The sudden appearance of yellow globs on your maps, representing rail overpass structures throughout the County of Kings and the closure of the roads that they have replaced, create a visual disconnect in the harmonious and tranquil nature of the land and the surrounding countryside. How will these items be mitigated and who will be responsible for the maintenance and upkeep of these huge eyesores? Where will the water, drainage, and possibly electric service come from to sustain them and who gets called when there is a problem? I reference particularly the overpass on Cairo Ave that in a little over a half mile wipes out 5 homes and a small business.
- I054-3
-
- I054-4
- Sitting on our patio enjoying the calm cool evenings we are suddenly jolted to our senses by the arrival of one of the 6 per hour high speed trains trying desperately to get back on schedule. It passes some 350-400 feet from our house at 200 plus mph. How will this attack on our visual and auditory senses

Tel 559 5842992

Email RCBrowning@AOL.com

I054-4

be mitigated? Will the day to day exposure to the noise have a long term affect on my hearing or will it create even more long term psychological damage such as PTSD and how will all of these be mitigated? How will pets be affected and to what degree?

I054-5

- I see no specific reference or data detailing what effect these road closure / overpass placements will have on service items such as, police, fire, or medical emergency equipment. When additional costs accrue to the property owner because they now find themselves further from the fire station or deliveries charge more because of additional time and or miles, how will these items be mitigated?

I054-6

- In 2008 the California electorate authorized and provided funding for the creation of a high speed railroad between San Francisco and Los Angeles utilizing existing transportation corridors. In 2005 the programmatic report had determined that the routes along I-5 and Highway 99 were deemed to be not suitable and were eliminated from further consideration.

In light of the time spent in the preparation of the current DEIR/DEIS, which resulted in the severely and fatally flawed document we have before us, and comparing that to the relatively little time that could have been allocated to the study of I-5 and Hwy. 99 before they were eliminated, I fail to see how a valid, equitable and meaningful comparison was made between these choices.

Furthermore, you had also eliminated Hanford western alignments as being not suitable and yet here you are, once again, in a comparison of western and eastern alignments for Hanford.

Therefore I request, no make that a demand, that you provide a complete socio-economic, environmental, and engineering point by point comparison of the transportation corridors of I-5 and Hwy. 99 that the voters asked for in 2008 against the route that you are proposing in the DEIR/DEIS. Do your actions in discarding the voter approved routes, out of hand, as quickly as you did have a somewhat route predisposition look and feel to them?

I look forward to seeing your detailed answers to these and other questions, as they pertain to items not specifically addressed in the DEIR/DEIS, when the final DEIR/DEIS document is distributed for comment next year.

Sincerely yours,

Ross C. Browning

Response to Submission I054 (Ross C. Browning, October 12, 2011)

I054-1

Refer to Standard Response FB-Response-AG-02.

I054-2

Refer to Standard Response FB-Response-AVR-02, FB-Response-AVR-03, and FB-Response-AVR-04.

The County will be responsible for the maintenance and upkeep of any overpasses constructed on County roads.

I054-3

California's electricity grid would power the proposed project. The High-Speed Train (HST) project is expected to require less than 1% of the state's future electricity consumption. Water and drainage services would be provided by utility providers currently serving affected areas.

I054-4

Refer to Standard Response FB-Response-N&V-05, FB-Response-N&V-01.

The noise will not have a long-term effect on your hearing nor will it create long-term psychological damage.

I054-5

Refer to Standard Response FB-Response-S&S-01.

Increased response times for emergency services would be minimal. Therefore, mitigation is not required.

I054-6

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

Submission I055 (Dhaval Buch, October 4, 2011)

Fresno - Bakersfield - RECORD #432 DETAIL

Status : Action Pending
Record Date : 10/4/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 10/4/2011
Submission Method : Website
First Name : Dhaval
Last Name : Buch
Professional Title : Yoga instructor
Business/Organization : Chinmaya Mission
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93312
Telephone :
Email : dpbuch@gmail.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes

**Stakeholder
Comments/Issues :**

October 4, 2011

Fresno to Bakersfield Draft EIR/EIS Comment
770 L Street – Suite 800
Sacramento, CA 95814

Re: Objection to the High Speed Railway

Dear Sir/Madam:

With regard to the proposed implementation of a High Speed Railway system, I hereby submit this letter in opposition to this proposed project.

1. Introduction

My name is Dhaval Buch & I am a Physical Therapist in private practice serving the Bakersfield community since over 12 years. I am also a Yoga instructor & teach weekly classes at the Chinmaya Mission.

2. Background on Church

At Chinmaya Mission, our goal is to provide to individuals, from any background, the wisdom of Vedanta and the practical means for spiritual growth and happiness, enabling them to become positive contributors to society.

Chinmaya Mission Bakersfield has been active in the community since 1995. We have weekly classes for our children which teaches them about the Hindu culture and heritage. We also have weekly Yoga, Meditation, and Adult Study classes which are open to all members of the community. A large number of Non-Hindus attend and participate in these activities. Chinmaya Mission Bakersfield consists of 300 families as our members. Our building, located at 1723 Country Breeze Place, Bakersfield, California 93312, is in the path of the High Speed Railway and will be demolished if the project is to proceed as proposed by the California High-Speed Rail Authority. As a result, we respectfully oppose this initiative.

3. Environment Impact

Prior to taking action, the government must assess the potential environment impacts under NEPA (Federal) and/or CEQA (State & Local). Pursuant to NEPA regulations (40 CFR 1500-1508), project effects are evaluated based on the criteria of context and intensity. Substantial effects would result in long-term physical division of an established community, relocation of substantial numbers of residential or commercial businesses, and effects on important community facilities.

Pursuant to CEQA Guidelines, the project would have a significant impact if it would:

- Physically divide an established community.
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Relocate substantial numbers of people, necessitating the construction of replacement housing elsewhere.
- Result in substantial adverse physical impacts associated with the

I055-1

Submission I055 (Dhaval Buch, October 4, 2011) - Continued

I055-2	provision of new or physically altered community and governmental facilities or with the need for new or physically altered community and governmental facilities, the construction of which could cause significant environmental impacts.	I055-5	Third, we find that the EIR report provided is incomplete and insufficient. For example, although the document provides data on environmental impact, the actual noise and vibration studies were not included. Without reviewing the studies themselves, it is impossible to decipher the relative impact of the project. Important considerations include: when the study was performed, how many trips per day were considered, the duration and location of specific testing sites, the effect of the Hageman/Allen underpass project, etc., thereby making it impossible to decipher the relative impact of the Authority's project. In addition, the report does not address environment impacts on the East side, nor does it explain why the site on 7th Standard Road and State Route 99 was not considered. Furthermore, the EIR report is flawed because, at least in one section, it lists street names that do not exist and addresses that are not located anywhere near the proposed rail line, thereby drawing its accuracy into question.
	According to the EIR: "In the Northwest District, the BNSF Alternative would depart from the BNSF right-of-way just south of Rosedale Highway and rejoin the rail right-of-way after crossing the Kern River. The alignment would cut through an existing suburban development in Bakersfield's Northwest District, displacing 122 homes and 10 non-residential properties, including a gas station/minimart, an art studio, 2 health centers, and 2 churches (Chinmaya Mission and Korean Presbyterian Church). This alignment would alter community social interactions and community cohesion, and would change the physical character of the community. These impacts would be substantial under NEPA and significant under CEQA." See EIR at 3.12-50.	I055-6	
	Further: "The Bakersfield South Alternative Alignment, like the BNSF Alternative, would pass through Bakersfield's Northwest, Central, and Northeast districts, affecting similar but somewhat different community facilities. Impacts in the Northwest District of Bakersfield would be similar to those identified for the BNSF Alternative, displacing many homes and several churches. Like the BNSF Alternative, the Bakersfield South Alternative would divide the existing community and result in a considerable number of residential property acquisitions in this neighborhood, as well as the displacement of churches (the Korean Presbyterian Church would be fully displaced and parts of Chinmaya Mission property would be displaced)." See EIR at 3.12-52.	I055-7	Fourth, we believe the Authority will not undertake the necessary procedures to mitigate adverse impacts on the community. In fact, we understand that mitigation efforts, such as construction of sound walls, are typically discretionary and, in some cases, can be reduced or even avoided altogether by the Authority. Thus, considering the budgetary constraints addressed above, we believe the community will not receive the necessary protections from the anticipated adverse environmental impact.
	The Public Notice explains these effects will be felt in the following areas: "transportation, air quality, noise and vibration, electromagnetic fields, biological resources and wetlands, hazardous materials and wastes, safety and security, communities, agricultural lands, parks, recreation, and open space, aesthetics and visual resources, and cultural and paleontological resources." Clearly, under either alignment, the impact of the project will be particularly devastating to our Mission and our local community. So far, there has been no mention of compensation or noise abatement procedures available to those damaged by the project.	I055-8	Fifth, we recommend that the HSR Authority re-evaluate the proposed site on 7th Standard Rd and Freeway 99.
	4. Additional Concerns	I055-9	
I055-3	First, we are concerned that this project will not be adequately funded. At this point, we understand that the Authority has only obtained funding for constructing tracks for 80 miles - not for the actual trains or electrification. In addition, given the present fiscal climate, we don't feel that the State or the Federal government will be in a position to give more money. Despite indicating the support of certain "private investors," the Authority has not yet identified any particularized firm commitments. We are concerned that this project will end up as a "train to nowhere," much like Senator Stevens' "bridge to nowhere" in Alaska. The train will severely impact the citizens of Bakersfield without any long term benefit. It will add to the debt of the State of California.	I055-10	Finally, we have not received adequate notice of the proposed project and respectfully request additional time of at least six (6) months to respond. In fact, the EIR includes approximately 30,000 pages of technical jargon, with which we are not familiar, and allows only a 60-day comment period. To review it, we would have to read 500 pages a day. The report is in highly technical language, being difficult for a layman to understand. It needs to be simplified. Further, we had no idea that our church would be demolished until receiving a phone call approximately two (2) weeks ago from a friend! The official notification letter from the California HSR Authority dated August 10, 2011, was vague, deceptive, and legally deficient in that it utterly failed to indicate that our building would be subject to demolition and potentially complete economic loss; reliance on this August 10th letter could have resulted in a substantial loss of our legal rights and damages. The issuance of such a misleading notification letter is contrary to the public good, the spirit of our democratic system, and an abuse of trust by those in positions of authority. Accordingly, we have already submitted a formal request for an extension to the Office of Governor Brown. Therefore, we feel an extension is necessary in this instance, and we kindly request your cooperation.
	Second, we believe the location of this project is misplaced. Currently, the proposed project will run through "old" Bakersfield, which will result in extreme traffic and parking congestion. Thus, we are concerned that local citizens will lose their easy access to downtown Bakersfield. Other cities, such as Denver, Colorado, have wisely chosen to relocate new transportation centers away from the downtown area, to avoid negative impacts, such as unwanted noise, vibrations, pollution, and traffic congestion. Notably, the proposed railway in Fresno, California does not pass through the center of the City and will affect FAR FEWER citizens.	I055-11	Thank you for your time and consideration.
I055-4		EIR/EIS Comment :	Yours very truly, Dhaval Buch, PT Yes

Response to Submission I055 (Dhaval Buch, October 4, 2011)

I055-1

Refer to Standard Response FB-Response-SO-01.

For information about the potential impacts on the Chinmaya Mission, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.5.2, Impact SO #7, and Section 5.1.1 in the Community Impact Assessment Technical Report (Authority and FRA 2012g). See also Volume I, Section 3.12.7, Mitigation Measure SO-4, related to relocation of important community facilities.

I055-2

Refer to Standard Response FB-Response-SO-01, FB-Response-N&V-05.

For information about the potential impacts on the Chinmaya Mission, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.5.2, Impact SO #7, and Section 5.1.1 in the Community Impact Assessment Technical Report (Authority and FRA 2012g). See also Volume I, Section 3.12.7, Mitigation Measure SO-4, related to relocation of important community facilities.

The potential sound barrier mitigation for this area for operation noise of the project is listed in Section 3.4, Noise and Vibration, Tables 3.4-29, 3.4-31, and 3.4-32, and shown on Figure 3.4-19, Bakersfield area: Potential sound barrier sites. The specific type of mitigation will be selected during final design and before operations begin.

I055-3

Refer to Standard Response FB-Response-GENERAL-17.

I055-4

Refer to Standard Response FB-Response-GENERAL-25.

Consistent with Proposition 1A (2008), the proposed HST alignment in Fresno follows an existing transportation corridor to the extent feasible. As discussed in Section 2.3.2.1, Fresno Subsection, the five initial alternative alignments through Fresno were based largely on the Statewide Program EIR/EIS preferred alignment and included input from the Fresno Technical Working Group (TWG) and other local stakeholders. Several

I055-4

horizontal and vertical alignments were considered. The UPRR West Alternative was carried forward in the Fresno to Bakersfield EIR/EIS as the BNSF Alternative. This alternative would affect the historic Southern Pacific Railroad Depot, but would not result in its demolition or relocation. This alternative is consistent with the City of Fresno's redevelopment vision, would result in fewer community and environmental impacts than other alternatives, and offers connectivity to Fresno's central business district. All the alternative alignments considered for the Fresno subsection feature a downtown station in the area generally bounded by Stanislaus Street on the north, Ventura Street on the south, H Street on the east, and SR 99 on the west. The environmental evaluation of the Fresno Station alternatives carried forward in the EIR/EIS demonstrated that environmental impacts were similar for the Mariposa Station and Kern Station alternatives. However, because of the City of Fresno's planning and the orientation of the downtown Fresno City Center, the Fresno Station–Mariposa Alternative offers substantially more opportunities for transit-oriented development.

Environmental impacts associated with the Fresno to Bakersfield Section of the HST project are discussed, by resource, in Chapters 3 and 4 of the EIR/EIS.

I055-5

Refer to Standard Response FB-Response-SO-06.

A detailed Noise and Vibration Technical Report (Authority and FRA 2012i) is included in the Technical Appendix of the EIR. Noise measurements began to be conducted in 2009, and additional measurements were completed since then as alternative alignments were added to the analysis. Noise modeling, analysis, and reports have been completed since the completion of the measurements. The noise measurement site locations are included in the Noise and Vibration Technical Report. The number of trips per day are estimated to be 188 per day and 37 per night. The number of trains during peak hours will be 24. The street names and addresses are correct to the best of our knowledge. Noise levels generated by HST operations were modeled at receivers within a distance of 2,500 feet from the centerline of the HST, and were modeled and analyzed in order to see if the train would generate noise impacts at their locations.

The Hageman Grade Separation Project will grade-separate Hageman Road from the

Response to Submission I055 (Dhaval Buch, October 4, 2011) - Continued

I055-5

BNSF Railroad. The proposed HST will also be grade-separated, and the HST project will not affect the Hageman Grade Separation Project.

The commenter did not provide a specific context for evaluation of an East Side alignment or a site at 7th Standard Road and SR 99, and therefore the responders were not able to address this.

I055-6

The specific location of the incorrect street name was not provided in this comment and therefore this concern cannot be addressed.

I055-7

The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.7 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 A-weighted decibels (dBA), such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.7, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise

I055-7

impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receptors, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

I055-8

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

I055-9

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-26.

I055-10

Refer to Standard Response FB-Response-GENERAL-07.

All three volumes of the EIR/EIS, including Volume III (which contains the design drawings), total approximately 4,800 pages. The document has been written so that it is understandable to lay readers.

I055-11

Refer to Standard Response FB-Response-GENERAL-07, FB-Response-GENERAL-16.

Submission I056 (Christopher Cade, September 19, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #218 DETAIL	
Status :	Action Pending
Record Date :	9/19/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	9/19/2011
Submission Method :	Website
First Name :	Christopher
Last Name :	Cade
Professional Title :	Student
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	San Jose
State :	CA
Zip Code :	95127
Telephone :	(408) 425-6551
Email :	cgcade1@yahoo.com
Email Subscription :	Statewide Planning Only, Altamont Corridor, Fresno - Bakersfield, Los Angeles - Anaheim, Los Angeles - San Diego, Merced - Fresno, San Francisco - San Jose, San Jose - Merced, Business/Vendor Opportunities
Cell Phone :	
Add to Mailing List :	Yes

I056-1

**Stakeholder
Comments/Issues :**

In my research I have found this project to be great for the State of California. I attended Bakersfield High School and am a graduate of the Class of 1977. The Industrial Arts Technology Building on Campus at BHS was one of my favorite building where I learned drafting and architectural drawing from Mr. Goodban and Mr. Gilli. There are several other classes and instructors who taught us well from this building over the years. As an Urban Planner Major, I support the relocation of this building. I believe progress does dictate what we should do. For years Bakersfield has had the reputation for being antiquated. This move forward can be more beneficial than damaging. The spirit of the Drillers lives on inside of us regardless of the location of this building. We are smarter than this. We can move forward without being bogged down with past and still respect and cherish what we had and still have. Move on. Although I no longer live in Bakersfield, I do have my great-niece who is currently a sophomore at BHS. Tradition does have it place but not at the expense of progress. I will be one using the California High Speed Rail System in my travels. I will respectfully honor the location of the Bakersfield Station and never forget the memories of the Industrial Arts Technology Building former location as I board and depart from this progressive move. It is my hope that at the Bakersfield Station there will be photographs of this historic building to honor those who taught and learned in this place. BHS is the home of many Drillers and will continue to produce outstanding students who are well prepared for the participation in a global economy. We must see this opportunity to move forward while honoring where we have come from. We were taught to do just that at Bakersfield High School. In closing I would like to bring up a fact. In 1977 the night before the then Christmas break was to end and classes would resume in the morning, fire broke out destroying the main administration building. As devastating as that was, we moved on and rebuilt. Principal Robesky led us through what would be the final chapter in his life. He died less than a week before our graduation. We went on to have our graduation indoors at the Civic Auditorium as Griffith Field was not available due to weather conditions. We were on tornado watch. We learned to move forward regardless of the circumstances, because that was what was necessary. With bitter-sweet memories, we got through it. I say with Driller pride that we know how to move forward because we were taught to rise to the occasion. As I am unable to attend the hearing this evening, but I would like to share my thought from a different perspective. Allow this to go through as long as the Home of the Drillers remains the same site. We can relocate or rebuild a historic building to meet the needs of these present and future generations. We can do it, because we are Drillers.
Christopher G. Cade,
Bakersfield High School
Class of 1977

EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period : Yes

Response to Submission I056 (Christopher Cade, September 19, 2011)

I056-1

Refer to Standard Response FB-Response-GENERAL-09 and FB-Response-GENERAL-10, FB-Response-SO-08.

Submission I057 (S Camacho, October 7, 2011)

10-07-11P01:05 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I057-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Sergio Camacho
[Name]

[Organization]

09/02/11
Date

Response to Submission I057 (S Camacho, October 7, 2011)

I057-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I058 (Glenda F. Camara, October 7, 2011)

10-07-11P01:08 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I058-1 |

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Glenda F. Camara
[Name]

[Organization]

9/30/2011
Date

Response to Submission I058 (Glenda F. Camara, October 7, 2011)

I058-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I059 (Adrian Carrillo, October 13, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #1731 DETAIL	
Status :	Action Pending
Record Date :	10/13/2011
Response Requested :	
Stakeholder Type :	CA Resident
Affiliation Type :	Individual
Submission Date :	10/13/2011
Submission Method :	Website
First Name :	Adrian
Last Name :	Carrillo
Professional Title :	Student
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	bakersfield
State :	CA
Zip Code :	93301
Telephone :	
Email :	adriancarillo4life@yahoo.com
Cell Phone :	
Stakeholder Comments/Issues :	Are there any other options you have other than going through Bakersfield High School?
EIR/EIS Comment :	Yes
Official Comment Period :	
Add to Mailing List :	Yes
Email Subscription :	Bakersfield - Palmdale

I059-1

Response to Submission I059 (Adrian Carrillo, October 13, 2011)

I059-1

The Bakersfield South and Bakersfield Hybrid Alternatives would avoid encroaching on the campus of Bakersfield High School. Please refer to Chapter 2, Section 2.4 of the Revised DEIR/Supplemental DEIS for a discussion of the alignment, station, and heavy maintenance facility alternatives evaluated for the Fresno to Bakersfield Section of the HST System.

Submission I060 (James Casey, October 4, 2011)

Fresno - Bakersfield - RECORD #431 DETAIL	
Status :	Action Pending
Record Date :	10/4/2011
Response Requested :	
Stakeholder Type :	CA Resident
Submission Date :	10/4/2011
Submission Method :	Website
First Name :	james
Last Name :	casey
Professional Title :	
Business/Organization :	none
Address :	
Apt./Suite No. :	
City :	bakersfield
State :	CA
Zip Code :	93312
Telephone :	661-589-2308
Email :	ccouch@bak.rr.com
Email Subscription :	Bakersfield - Palmdale, Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	Does this state even need this horrible waste of taxpayers money ? And really ,who is going to ride the damn thing.
EIR/EIS Comment :	Yes

I060-1 |

Response to Submission I060 (James Casey, October 4, 2011)

I060-1

Refer to Standard Response FB-Response-GENERAL-24.

Chapter 1 of the EIR/EIS provides an explanation of the purpose and need for the HST project.

Submission I061 (Jeffrey Castaline, October 6, 2011)

Fresno - Bakersfield - RECORD #463 DETAIL

Status : Action Pending

Record Date : 10/6/2011

Response Requested : No

Stakeholder Type : Business

Submission Date : 10/6/2011

Submission Method : Website

First Name : Jeffrey

Last Name : Castaline

Professional Title :

Business/Organization :

Address :

Apt./Suite No. :

City : San Mateo

State : CA

Zip Code : 94401

Telephone : 650-759-5011

Email : aanraku@yahoo.com

Email Subscription : All Sections

Cell Phone :

Add to Mailing List : Yes

Stakeholder Comments/Issues : The current EIR does not properly deal with noise abatement in the areas the trains are proposed to travel through.

Noise reducing procedures must be designed in a fundamental manner that mitigate damage to residential and agricultural living and working environments.

Destroying useful swaths of land and with noise pollution is not an acceptable alternative.

EIR/EIS Comment : Yes

I061-1

Response to Submission I061 (Jeffrey Castaline, October 6, 2011)

I061-1

Refer to Standard Response FB-Response-N&V-05.

It is difficult to compare the frequencies and schedules of high-speed trains (HSTs) to freight trains due to the lack of a defined schedule for freight trains and the lack of a finalized number of trains during school hours for HSTs. The peak number of HSTs per hour is estimated to be 24, and the peak hour will likely occur during a morning rush hour or during evening hours. Noise impact categories are defined according to Federal Transit Administration and FRA guidance. Because HSTs are powered electrically rather than by diesel engines (which are louder), a HST has to achieve a speed of 150 miles per hour (mph) before it makes as much sound as a commuter train at 79 mph. The duration of the sound is also different; a HST moving at 220 mph would only be heard for about 4 seconds, while a typical freight train traveling at 30 mph can be heard for 60 seconds.

Submission I062 (Jeffrey Castaline, October 6, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #1704 DETAIL

Status : Action Pending
Record Date : 10/6/2011
Response Requested :
Stakeholder Type : Business
Submission Date : 10/6/2011
Submission Method : Website
First Name : Jeffrey
Last Name : Castaline
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : San Mateo
State : CA
Zip Code : 94401
Telephone : 650-759-5011
Email : aanraku@yahoo.com
Email Subscription : All Sections
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : The current EIR does not properly deal with noise abatement in the areas the trains are proposed to travel through.

Noise reducing procedures must be designed in a fundamental manner that mitigate damage to residential and agricultural living and working environments.

Destroying useful swaths of land and with noise pollution is not an acceptable alternative.

EIR/EIS Comment : Yes
Affiliation Type : Individual
Official Comment Period :

I062-1

Response to Submission I062 (Jeffrey Castaline, October 6, 2011)

I062-1

Refer to Standard Response FB-Response-N&V-05.

The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.5, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown on Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.6 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 A-weighted decibels (dBA), such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.6, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receivers, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least a 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, mitigation Measure N&V-MM#3

I062-1

provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

Submission I063 (Leanne Cave, September 8, 2011)

Fresno - Bakersfield - RECORD #410 DETAIL

Status : Action Pending

Record Date : 10/4/2011

Response Requested : No

Stakeholder Type : CA Resident

Submission Date : 9/8/2011

Submission Method : Project Email

First Name : Leanne

Last Name : Cave

Professional Title :

Business/Organization :

Address :

Apt./Suite No. :

City :

State : CA

Zip Code : NA

Telephone :

Email : bhssignmom@yahoo.com

Email Subscription : Fresno - Bakersfield

Cell Phone :

Add to Mailing List : Yes

Stakeholder

Comments/Issues :

I063-1

We DON'T need a High Speed Rail coming through Bakersfield wrecking a building on one of the most historical campuses in the state of California. Really? I can't believe people would even think about taking a part of a campus that means so much to so many? How would the alumni of Clovis West or Bullard feel if this was happening to their campus? It makes more sense to have a route where it won't cost money to pay people to destroy their homes or wreck historical landmarks!!!!!! Why doesn't the HSR Authority consider running the rail outside of Bakersfield between Buttonwillow and the coast? How about considering putting the rail up HWY 101 ALONG THE COAST, SO PEOPLE CAN HAVE A SCENIC ROUTE. That way you can surpass the mountains. Running the rail in open spaces will be MORE COST EFFECTIVE. CAN YOU NOT SEE THAT HSR AUTHORITY???? WE DON'T WANT THE HSR IN BAKERSFIELD!!!

Leanne Cave

bhssignmom@yahoo.com

EIR/EIS Comment : Yes

Response to Submission I063 (Leanne Cave, September 8, 2011)

I063-1

Refer to Standard Response FB-Response-SO-08.

As stated in Proposition 1A, "It is the intent of the Legislature by enacting this chapter and of the people of California by approving the bond measure pursuant to this chapter to initiate the construction of a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim, and links the state's major population centers, including Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego..."

Locating the HST alignment along SR 101 would link San Francisco and Los Angeles but would not capture the substantial population of the Central Valley, as intended by the California Legislature.

Submission I064 (Leanne Cave, October 6, 2011)

Fresno - Bakersfield - RECORD #458 DETAIL

Status : Action Pending
Record Date : 10/6/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/6/2011
Submission Method : Project Email
First Name : Leanne
Last Name : Cave
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : NA
Telephone :
Email : bhssignmom@yahoo.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : No

I064-1

**Stakeholder
Comments/Issues :**

Please take the HSR through Hanford or anywhere else in California!!!
KEEP IT OUT OF DOWNTOWN BAKERSFIELD. WE DONT WANT
IT!!!! I'm sure I speak for alot of Bakersfield people!!!!
Leanne Cave
Bakersfield

From: CA High-Speed Rail: Central Valley Fresno-Bakersfield
<fresno_bakersfield@hsr.ca.gov>
To: bhssignmom@yahoo.com
Sent: Wednesday, October 5, 2011 3:20 PM
Subject: Revised Environmental Report to be Issued for High-Speed
Train Project, Fresno-Bakersfield Section

Revised Environmental Report to be Issued for High-Speed Train
Project, Fresno-Bakersfield Section
The California High-Speed Rail Authority (Authority) will issue a Revised
Draft Environmental Impact Report (EIR)/Supplemental Draft
Environmental Impact Statement (EIS) for the Fresno to Bakersfield
section of the high-speed train project. The formal comment period for
the Fresno to Bakersfield section Draft EIR/EIS will still end on Oct. 13,
2011, and the revised document, to be issued in the spring of 2012, will
have a separate, additional 45-day formal comment period.

The Authority will re-introduce an alternative route, the Hanford West
Bypass alternative, along with an alternative station location to serve the
Kings/Tulare region. The Hanford West Bypass alternative was selected
as the preferred alternative for the 2005 Statewide Program EIR/EIS,
and including this alternative is consistent with input from regulatory
agencies. The Authority will also investigate improvements to the
existing Fresno to Bakersfield alternatives. This step will also afford
additional time to review the information contained in the current Draft
EIR/EIS.

Rather than issuing a Final EIR/EIS for the Fresno-to-Bakersfield section
in January as previously scheduled, the Authority will now use the
coming months to further engineer the additional route and new station
alternative, conduct the additional environmental analyses needed and
make other necessary revisions including those based on comments
received through Oct. 13, 2011, after which a "Revised Draft
EIR/Supplemental Draft EIS" will be issued for public comment.

Public participation is an important part of this process and the Authority
looks forward to working with local communities over the coming months
to address questions and provide clarification on the environmental
documents and process.

Please note: only comments submitted during the official comment
periods (until Oct. 13, 2011 and then again in the spring of 2012) will be
treated as formal comments and subsequently responded to, in writing,
as part of the Final EIR/EIS.

The Draft EIR/EIS and instructions for submitting a public comment are
available on the Authority's website at:
<http://dl5.activatedirect.com/ts/d:/z5jf7aq71q5k6x/101lzb16m7m0jw/1>.

A schedule of workshops throughout the Fresno to Bakersfield section
will be announced in the coming week, and posted on the web calendar.

Submission I064 (Leanne Cave, October 6, 2011) - Continued

Contact the Fresno to Bakersfield team: fresno_bakersfield@hsr.ca.gov
866-761-7755 • fresno_bakersfield@hsr.ca.gov
www.cahighspeedrail.ca.gov

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[subscribe from this list](#) | [mark as bulk mail](#)
[Yes](#)

EIR/EIS Comment :

Response to Submission I064 (Leanne Cave, October 6, 2011)

I064-1

Refer to Standard Response FB-Response-GENERAL-02, FB-Response-GENERAL-10.

Submission I065 (Frank Chambers, August 25, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #371 DETAIL

Official Comment Period : Yes

Status : Action Pending
Record Date : 10/3/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 8/25/2011
Submission Method : Project Email
First Name : Frank
Last Name : Chambers
Professional Title :
County :
Business/Organization :
Address :
Apt./Suite No. :
City :
State : CA
Zip Code : NA
Telephone :
Email : Fdcandmmc@aol.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Fax :
Comment Type : Issue (concern, suggestion, complaint)
Add to Mailing List : Yes
Stakeholder
Comments/Issues :

Thank you for the opportunity to voice my opinion on the High Speed train.

I065-1

I was born in California, have lived here over 50 years and seen many changes, most of them negative. I and my wife are totally against the "HST" project, California cannot now or in the foreseeable future have a balanced budget. I feel that going forward feeling that somehow in the end that the "HST" will turn a profit (which is what we desperately currently need) is a typical State Government "Pie in the sky". Please use some common sense and abort this project.
Thank you.

Frank Chambers

Subscription
Request/Response :
EIR/EIS Comment : Yes
General Viewpoint on Project : In Opposition to CAHST Project
Affiliation Type : Individual

Response to Submission I065 (Frank Chambers, August 25, 2011)

I065-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission I066 (Pamela Chavez, October 10, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #1320 DETAIL

Status : No Action Required
Record Date : 10/25/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/10/2011
Submission Method : Project Email
First Name : Pamela
Last Name : Chavez

Professional Title :
Business/Organization :

Address :

Apt./Suite No. :

City :

State : CA

Zip Code : NA

Telephone :

Email : pc5347@gmail.com

Email Subscription : Fresno - Bakersfield

Cell Phone :

Add to Mailing List : No

Stakeholder
Comments/Issues : Hello,

The reason for my E-mail is to express my objection to the closing of public input scheduled for October 13, 2011.

My family is a long time resident of Kern County and it appears that little regard for the destruction of homes, schools, and farmland which is the foundation of our communities has not been given adequate time to evaluate the EIR/EIS and public comment that it deserves and should be afforded.

I ask that in this time of economic depression that you allow more time--90 days minimum--for the residents to review and comment on the EIR/EIS. We cannot allow the Authority to displace, economically harm, or ignore the impact on citizens of this community. I hope that in this climate of uncertainty, high unemployment especially in the San Joaquin Valley, that you proceed with great care and judicious intelligence.

Thank you.

Pamela Chavez
Kern County Resident and Registered Voter

EIR/EIS Comment :

Yes

Affiliation Type :

Individual

Official Comment Period :

Yes

I066-1


Response to Submission I066 (Pamela Chavez, October 10, 2011)

I066-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I067 (Betty Jo Christian, October 6, 2011)

9/20/11 10-20



CALIFORNIA
High-Speed Rail Authority

10-06-11P04:36 RCV

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011

Please submit your completed comment card at the
end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

**La Sección de Fresno a Bakersfield del Tren de Alta
Velocidad** Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Por favor entregue su tarjeta completada al final de la
reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 1
28, 2011. Comments must be received &
postmarked, on or before September
13, 2011.

Extended comment period for
Fresno to Bakersfield High-Speed
Train Draft EIR/EIS:
August 15-October 13

io es del 15 de Agosto al 28
1. Los comentarios tienen que ser
ante, o matasellados, el o antes
del 2011.

Name/Nombre: Betty Jo Christian

Organization/Organización: Full Gospel Lighthouse

Address/Domicilio: 800 Butte Street Bakersfield Calif. 93305

Phone Number/Número de Teléfono: 1-661-323-9203

City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, Ca. 93305

E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I067-1 Because our church is in the path of this High-Speed Rail and train, and I am 84 years old and I have been affiliated with this church since 1953 and there is lots of trouble it will cause for lots of people and beside why don't they use this money to fix our road up?

Betty Jo Christian
800 East Grandage Ln #1
Bakersfield, Calif. 93307

Response to Submission I067 (Betty Jo Christian, October 6, 2011)

I067-1

Refer to Standard Response FB-Response-SO-01.

For information about the impacts on the Full Gospel Lighthouse in Bakersfield, see Sections 5.1.1 and 5.2.5 in the Community Impact Assessment Technical Report (Authority and FRA 2012g), and the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12.7, Mitigation Measure SO-4, related to relocation of important community facilities.

Submission I068 (Brenda Church, August 24, 2011)

August 19, 2011

To: Thomas J. Umberg, Chairperson
California High Speed Rail Authority
770 L. Street, Suite 800
Sacramento, CA 95814



Re: EIS/EIR High Speed Rail

Dear Mr. Umberg,

This letter is being written with much concern regarding the 45 day review period for the EIS/EIR document. There are many, many pages of text that describe how this project will impact the Valley. The closing date for responses is Sept. 28th which leaves very little time to construct informed responses.

I reside and farm in Kings County. I work throughout the day and only have evenings and weekends to read through this document. My time in the evenings and weekends does get more limited as I provide care to my spouse who is disabled. I am not crying or whining – 45 days is just not a reasonable amount of time, especially for those of us who are responsible for the care of someone else, to read through this document. The HSR will directly affect my family and farm. I am asking that you please consider extending the 45 day review to a 90 day review period.

Sincerely,

Brenda Church
8600 Kansas Ave.
Hanford, CA 93230

I068-1

Response to Submission I068 (Brenda Church, August 24, 2011)

I068-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I069 (Don Church, August 24, 2011)

August 19, 2011

To: Thomas J. Umberg, Chairperson
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814



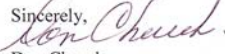
Re: EIS/EIR review of High Speed Rail

Dear Mr. Umberg,

I am writing as I am very concerned with the current 45 day review period for the EIS/EIR document. I have farm ground in Kings County that will be affected and my house is directly in the proposed path of the High Speed Rail.

I have had Multiple Sclerosis for 13 years. I don't know if you are familiar with MS – it is a disease of the Central Nervous System that interferes with the brain's ability to send and receive messages. I do take multiple medications to help with MS symptoms. I may look pretty normal on the outside, however, my "invisible" symptoms such as cognitive problems, i.e. memory loss and concentration can be very frustrating. People with invisible MS often have to expend extra effort on daily activities. For me, I have to go back and reread, sometimes several times, in order to comprehend what I read.

For me to try to get through this EIS/EIR in 45 days will be impossible not to mention quite frustrating. I am respectfully asking for a 90 day EIS/EIR review versus the current 45 day review which is offered by the Authority.

Sincerely,

Don Church
8600 Kansas Ave.
Hanford, CA 93230

I069-1

Response to Submission I069 (Don Church, August 24, 2011)

I069-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I070 (Clinton & Tamara Church, August 24, 2011)

August 21, 2011

Thomas J. Umberg, Chairperson
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, California 95814

RE: Request for Extension of EIR/EIS Comment Period – Fresno to Bakersfield Section

Dear Mr. Umberg and Board Members:

My family and I are asking that there be an extended period of time to allow us to better read through the EIR/EIS report that was issued to the public on August 9, 2011. The Authority has stated that comments are to be submitted by September 28, 2011. This is, essentially, a Forty-five (45) day comment period. We urge that the Authority to extend the comment period to Ninety (90) days, or until November 10, 2011.

As with many families out there that are going to be impacted by the high speed train, we only have a certain amount of time, whether on week nights after work or after school activities or on weekends, to be able to fully look into the reports. We feel that we are not getting the adequate amount of time to look into the thousands of pages of reports. The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) are intended to make sure that governmental decisions that might affect the environment are made only after the decision makers are fully informed of the potential environmental impacts of their proposed actions. Without an adequate opportunity for public participation and comment on the Draft EIR/EIS, the Authority will not have an adequate informational document upon which to base its decision on the routing and related decisions affecting the Fresno to Bakersfield section of the proposed high-speed train system.

The stakes are very high with respect to the impacts that are likely to be associated with the proposed project through Kings County. There will be massive impacts on working farms and local farm economy, all along the route, with associated social and economic impacts there will be very significant impacts on prime agricultural land (our land). All of these issues must and should be addressed thoroughly, and in detail, and the ability of the Authority to do an adequate and required review is directly tied to the quality of the public comment received. Forty-five (45) days is simply not an adequate amount of time to allow the kind of public involvement and comment that both CEQA and NEPA require in connection with the two environmental review of a project of this massive size.

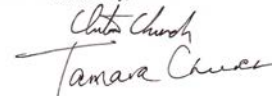
Much of the area within which the project is proposed, within the Fresno to Bakersfield section, is rural and agricultural land. The residents who know the most, and whose comments are going

to provide the best possible information that both CEQA and NEPA demand be provided, are largely working farmers and their families. A forty-five (45) day review period, during the months of August and September, comes at a time, where the normal course of agricultural operations in the affected area, farmers and local residents are *least* able to engage in the comment and review process. In order to allow those most affected with a reasonable opportunity to participate, a ninety (90) day review period is required.

I070-1

Again, we urge you, in the strongest terms possible, to extend the review period to provide the Public ninety (90) days, not forty-five (45) days, to comment on the potential environmental impacts of the proposed project in the Fresno to Bakersfield section. Thank you for your positive response to this request.

Yours truly,



Clinton & Tamara Church

Response to Submission I070 (Clinton & Tamara Church, August 24, 2011)

I070-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I071 (Brian Church, September 30, 2011)

09-30-11P05:01 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Brian Church
[Name]

O. B. Forms, Inc.
[Organization]

9-27-11
Date

Response to Submission I071 (Brian Church, September 30, 2011)

I071-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I072 (C Church, October 3, 2011)

10-03-11P03:25 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

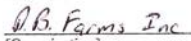
Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:


[Name]


[Organization]

9-28-11
Date

I072-1

Response to Submission I072 (C Church, October 3, 2011)

I072-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I073 (Donald Church, October 3, 2011)

10-03-11P03:25 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Donald Church

[Name]

J.G. Boswell Co.

[Organization]

9-29-11

Date

I073-1

Response to Submission I073 (Donald Church, October 3, 2011)

I073-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I074 (Tamara Church, October 3, 2011)

10-03-11P03:27 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Tamara Church

Tamara Church
[Name]

DP Farms Inc
[Organization]

9-30-11
Date

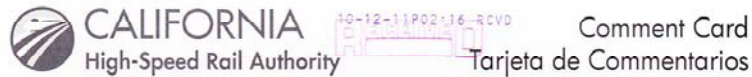
I074-1

Response to Submission I074 (Tamara Church, October 3, 2011)

I074-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I075 (Don Church, October 12, 2011)



Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011
Please submit your completed comment card at the
end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

**La Sección de Fresno a Bakersfield del Tren de Alta
Velocidad** Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011
Por favor entregue su tarjeta completada al final de la
reunión, o envíela por correo a la siguiente dirección:

The comment period is from August 15 to September 28, 2011. Comments must be received electronically, or postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28 de Septiembre del 2011. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 28 de Septiembre del 2011.

Name/Nombre: Don Church
Organization/Organización: DB Farms
Address/Domicilio: 81000 Kansas Ave
Phone Number/Número de Teléfono: _____
City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230
E-mail Address/Correo Electrónico: arbuckle-2002@yahoo.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I075-1

I have lived at the above address my entire life. According to the proposed route in the EIR, my house is in the direct path of the train. I will be losing my house and the acreage that it sits on (approx. 5 acres plus acreage in 2 other parcels). How has the EIR addressed the impact of me having to relocate to another parcel of land which in turn takes more farm land/ground out of production for my families business? Also in the EIR map it appears that my farm shop will be partially in the way of the HSR. Again to relocate my farm shop will take up a substantial amount of ground, thus we have even more farm ground taken out of production. In order for me to rebuild my home & shop on another adjacent parcel. The loss of all this acreage will have a devastating impact to the family business. My families livelihood depends on every acre of ground we have being used for production. Less farmland equals less production which equals less money for my business which leads to higher costs for the consumers of the world which we help feed! How does the EIR address this concern?

Response to Submission I075 (Don Church, October 12, 2011)


I075-1

Refer to Standard Response FB-Response-SO-01, FB-Response-AG-02, FB-Response-AG-03, FB-Response-AG-04.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the Revised DEIR/Supplemental DEIS.

Submission I076 (Clinton Church, October 12, 2011)

25



CALIFORNIA
High-Speed Rail Authority

RECEIVED
10-12-11 P02:15 RCYD

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)
Public Hearings
September 2011

Please submit your completed comment card at the
end of the meeting, or mail to:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

**La Sección de Fresno a Bakersfield del Tren de Alta
Velocidad** Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)
Audiencias Públicas
Septiembre del 2011

Por favor entregue su tarjeta completada al final de la
reunión, o envíela por correo a la siguiente dirección:
Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15 to September
28, 2011. Comments must be received electronically, or
postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28
de Septiembre del 2011. Los comentarios tienen que ser
recibidos electrónicamente, o matasellados, el o antes
del 28 de Septiembre del 2011.

Name/Nombre: Clinton Church

Organization/Organización: DB Farms

Address/Domicilio: 8024 Kansas Ave

Phone Number/Número de Teléfono: _____

City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230

E-mail Address/Correo Electrónico: b.church@the works.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I076-1

I076-2

I076-3

In looking at the proposed route of the HSR in the current EIR, I
am uncertain as to whether or not my house and groundwater
will be affected by this route? It looks like it very well could
be and I have not been contacted by anyone in your organization
to let me know how my planning should proceed? There has been
no communication! How does one plan for this? Am I going to
have to find a new residence for my family? If the rail doesn't
hit my house how many feet are we looking at between my house &
the rail? What is the vibration of this rail going to do to my
residence? Continual vibration will surely have some effects on
the structure of my house inside & outside. Will there be damage to my
house well? What about aesthetics? Is my family going to step
outside & have to have this train right in our view?
How does the EIR address these concerns pertaining to
the 8024 Kansas Ave address?

Response to Submission I076 (Clinton Church, October 12, 2011)

I076-1

Refer to Standard Response FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the Revised DEIR/Supplemental DEIS.

I076-2

Refer to Standard Response FB-Response-N&V-04, FB-Response-N&V-05, FB-Response-SO-01.

Your home is located within 50 feet of the BNSF Alternative along the east side of the city of Hanford. At this distance the residence would be severely affected by both noise and vibration. The vibration level due to project operations would exceed 77 vibration decibels (VdB), which would substantially exceed the residential vibration threshold criteria of 72 VdB for frequent events. This level would probably result in a high level of annoyance in the homeowner, but probably would not result in any damage to the structures on the property. The Authority will consider vibration mitigation whenever the criterion is exceeded as determined by a detailed analysis, which will be done when the final alignment is chosen. If vibration mitigation is found to be feasible and reasonable, the mitigation will be included as part of the HST project. The guidelines for feasible and reasonable vibration mitigation can be found in the Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS).

I076-3

Refer to Standard Response FB-Response-AVR-03.

See also Mitigation Measure AVR-MM#2e, Provide Offsite Landscape Screening Where Appropriate, in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS.

Submission I077 (Addison Clark, September 28, 2011)

09-28-11P03:04 RCVD

9/25/11

I'm a Concerned citizen
about the proposed "Bullet train"
between Bakersfield & Fresno.
I believe it is a frivolous
project, just to "Keep up with"
China, Japan & other nations
who have it. Our son rode the
Bullet train in France and he
said "it was not cheap". It
will create jobs for a short time,
but the completion of the entire
route and cost will be terribly
expensive! So far the "regular"
people who do not do business
in S. Francisco or LA? Not such a
good idea. So, who will pay for
it - the State is almost broke now.

A better project would be
to spend any money in the
Sacramento Delta. On earth-
quake or terrify storms could
melt the levees to mud.

(Ask anyone who handles the
water projects of the state.)

The lush valleys would be
out of water & crops, & many
would lose homes. We've
talked of this problem before,
yet it has been done. Are
we (the State) going to wait
till a disaster happens, and
then it's too late & much
more expensive to rebuild.
Probably, screwing the way
our legislature faces problems.
Isn't the Delta problem more
important than saving 1-2 hours
riding a "bullet train"? I
think it is. For once, you people
in government, make a sensible
& wise choice.

No bullet train, but save
our Sacramento Delta!!

Addison CLARK

18411 Fisher Drive

Visalia, CA 93292

Response to Submission I077 (Addison Clark, September 28, 2011)

I077-1

Refer to Standard Response FB-Response-GENERAL-17.

Submission I078 (Christine Coble, October 5, 2011)



CALIFORNIA
High-Speed Rail Authority

10-05-11P04:05 RCVD

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section
Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

Public Hearings

September 2011

Please submit your completed comment card at the
end of the meeting, or mail to:

Fresno to Bakersfield DEIR/EIS Comment, 770 I Street, Suite 800, Sacramento, CA 95814

**La Sección de Fresno a Bakersfield del Tren de Alta
Velocidad** Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)

Audiencias Públicas

Septiembre del 2011

Por favor entregue su tarjeta completada al final de la
reunión, o envíela por correo a la siguiente dirección:

The comment period is from August
28, 2011. Comments must be received
postmarked, on or before Sept

Extended comment period for
Fresno to Bakersfield High-Speed
Train Draft EIR/EIS:

August 15-October 13

ario es del 15 de Agosto al 28
11. Los comentarios tienen que ser
nente, o matasellados, el o antes
del 2011.

Name/Nombre: Christine Coble
Organization/Organización: Lazy H Mobile Ranch
Address/Domicilio: 2500 Jewetta Ave #27
Phone Number/Número de Teléfono: (323) 533-9318
City, State, Zip Code/Ciudad, Estado, Código Postal: Bakersfield, CA. 93312
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I078-1

I need to know when I will be making
arrangements to sell my mobile home, And when
I will need to move. I am six months
pregnant and the fact that I do not know when
I will be able to sell and move is causing mental
stress. (I don't like the fact that I don't know
when my baby and I will be homeless.)

Thank You
Christine Coble



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
Federal Railroad
Administration

Response to Submission I078 (Christine Coble, October 5, 2011)

I078-1

Refer to Standard Response FB-Response-SO-01.

None of the project alternatives would result in the acquisition of homes in the Lazy H Mobile Home Park. The HST right-of-way would be situated in the existing BNSF Railway right-of-way at this location. Please refer to Appendix 3.1-A of the EIR/ EIS for parcel impacts by the project footprint.

Please refer to the Executive Summary S.11, Next Steps in the Environmental Process, for information on the schedule for the selection of the preferred alternative, publication of the Fresno to Bakersfield Section Final EIR/EIS, issuance of the FRA's Record of Decision and the Authority's Notice of Determination, property acquisition, and the start of construction. The property acquisition and compensation process will begin only after all necessary legal processes have been completed, funding has been secured, and construction is ready to begin. This is scheduled to begin in 2013 and last through 2015.

Submission I079 (Gloria Coelho, October 7, 2011)

10-07-11P01:09 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I079-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Gloria Coelho
[Name]

CHSRA
[Organization]

10-1-11
Date

Response to Submission I079 (Gloria Coelho, October 7, 2011)

I079-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I080 (Robert Coelho, October 7, 2011)

10-07-11P01:05 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I080-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Robert Coelho
[Name]

[Organization]

10/2/11
Date

Response to Submission I080 (Robert Coelho, October 7, 2011)

I080-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I081 (Steven Connley, October 11, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #542 DETAIL	
Status :	Action Pending
Record Date :	10/11/2011
Response Requested :	No
Stakeholder Type :	CA Resident
Submission Date :	10/11/2011
Submission Method :	Website
First Name :	Steven
Last Name :	Connley
Professional Title :	
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	
State :	CA
Zip Code :	93277
Telephone :	
Email :	3connleys@comcast.net
Email Subscription :	Fresno - Bakersfield
Cell Phone :	
Add to Mailing List :	Yes
Stakeholder Comments/Issues :	Do not want High Speed Rail in the San Joaquin Valley!
EIR/EIS Comment :	Yes
Affiliation Type :	Individual
Official Comment Period :	Yes

I081-1 |

Response to Submission I081 (Steven Connley, October 11, 2011)

I081-1

Refer to Standard Response FB-Response-GENERAL-14.

Submission I082 (Janet Cooper, October 12, 2011)

Fresno - Bakersfield (May 2011 – July 2012) - RECORD #1732 DETAIL	
Status :	Action Pending
Record Date :	10/12/2011
Response Requested :	
Stakeholder Type :	Other
Affiliation Type :	Individual
Submission Date :	10/12/2011
Submission Method :	Website
First Name :	Janet
Last Name :	Cooper
Professional Title :	single
Business/Organization :	
Address :	
Apt./Suite No. :	
City :	Bakersfield
State :	CA
Zip Code :	93309
Telephone :	661-833-8305
Email :	jecooper@sbcglobal.net
Cell Phone :	
Stakeholder	Please do NOT put a High Speed Rail thru Bakersfield High School
Comments/Issues :	Industrial building .BHS is historial and especially the Industrial building..it was there from the start..It has a lot of history in Kern County and it is sacred high school..PLEASE decide NOT to go ahead with this unpopluar project
EIR/EIS Comment :	Yes
Official Comment Period :	Yes
Add to Mailing List :	Yes
Email Subscription :	Bakersfield - Palmdale

I082-1

Response to Submission I082 (Janet Cooper, October 12, 2011)

I082-1

Refer to Standard Response FB-Response-SO-08.

Submission I083 (Janet Cooper, October 13, 2011)

Fresno - Bakersfield - RECORD #1346 DETAIL

Status : Action Pending
Record Date : 10/27/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/13/2011
Submission Method : Project Email
First Name : Janet
Last Name : Cooper
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93309
Telephone : 661-833-8305
Email : jecooper@sbcglobal.net
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : No

**Stakeholder
Comments/Issues :**

Lisa Lanterman
URS Public Affairs
(916) 679-2210 direct
(916) 642-5406 cell

-----Original Message-----

From: support@pbcommentssense.com
[mailto:support@pbcommentssense.com]
Sent: Wednesday, October 12, 2011 5:41 PM
To: bakersfield_palmdale@hsr.ca.gov
Subject: California High-Speed Train Comment

Submission via <http://www.cahighspeedrail.ca.gov/contact.aspx>

First Name: Janet
Last Name: Cooper
Contact Category: Bakersfield - Palmdale Interest As: Other
Organization:
Title: single
Email Address: jecooper@sbcglobal.net
Telephone: 661-833-8305
City: Bakersfield
State: CA
County: KERN
Zip Code: 93309

Message:

Please do NOT put a High Speed Rail thru Bakersfield High School Industrial building .BHS is historial and especially the Industrial building..it was there from the start..It has a lot of history in Kern County and it is sacred high school..PLEASE decide NOT to go ahead with this unpopluar project

=====

Please note this record is also saved in PBCommentSense Bakersfield - Palmdale Corridor as record #43.
<http://cahsr.pbcommentssense.com/pbcs/submission/edit.aspx?id=4256&projectID=2>

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EIR/EIS Comment :

Yes

I083-1

Response to Submission I083 (Janet Cooper, October 13, 2011)

I083-1

Refer to Standard Response FB-Response-SO-08.

Submission I084 (Mike Cornett, August 24, 2011)

Fresno - Bakersfield - RECORD #373 DETAIL

Status : Action Pending
Record Date : 10/3/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 8/24/2011
Submission Method : Project Email
First Name : Mike
Last Name : Cornett
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : NA
Telephone :
Email : mikecornett@gmail.com
Email Subscription : Fresno - Bakersfield
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : Greetings,

I084-1

I reviewed the proposed Bakersfield station North & South options posted today from the Bakersfield Californian, and what doesn't seem to be mentioned, at least in the article, is that the North option runs right through the St George Greek Orthodox church grounds at 401 Truxtun Ave. The church has been there for 100 years, and has a very active community with a school house & office in back that would be demolished for use as a parking structure, according to the plan. There is also an annual Greek Food Festival on the grounds that has been a community staple for decades, which also raises a good amount of the operating money for the church each year.

Forgive me if this has already been brought to the attention of the board, as I am basing my comments on the article:
http://www.bakersfield.com/news/local/x254542335/City-claims-bullet-train-study-bypasses-east-Bakersfield?utm_source=widget_56&utm_medium=photo_entries_teaser_widget&utm_campaign=synapse

I assume the reporter got his facts from the report/review of the board.

Thank you for keeping the public informed throughout this process.

Michael Cornett
Bakersfield, CA

EIR/EIS Comment : Yes

Response to Submission I084 (Mike Cornett, August 24, 2011)

I084-1

Refer to Standard Response FB-Response-SO-01.

For information about the potential impacts on St. George Greek Orthodox Church, see the discussion of Impact SO #7 under the heading "Station Alternatives," in Section 3.12.5.2, High-Speed Train Alternatives, of the Final EIR/EIS, and the discussion of Mitigation Measure SO-4 in Section 3.12.7, Mitigation Measures, of the Final EIR/EIS. See also Section 5.1.1, Disruption or Division of Existing Communities, in the Community Impact Assessment Technical Report for a discussion of the impacts (Authority and FRA 2012g).

This church was evaluated and deemed ineligible in the original Historic Architectural Survey Report (HASR) (Authority and FRA 2011b), which discloses the results of all ineligible properties for the National Register/California Register in the area of potential effects. The State Historic Preservation Office, which is the state office that determines whether the site is historic, concurred.

Submission I085 (Alicia Covington, September 13, 2011)

Fresno - Bakersfield - RECORD #197 DETAIL

Status : No Action Required

Record Date : 9/13/2011

Response Requested :

Stakeholder Type : CA Resident

Submission Date : 9/13/2011

Submission Method : Website

First Name : Alicia

Last Name : Covington

Professional Title :

Business/Organization :

Address :

Apt./Suite No. :

City : Fresno

State : CA

Zip Code : 93720

Telephone :

Email : alicia.covington@comcast.net

Email Subscription : Fresno - Bakersfield

Cell Phone :

Add to Mailing List : Yes

Stakeholder Comments/Issues : The high speed rail has too many hidden costs and Californians can not afford it. If we need passenger train transportation, expand Am Trac.

EIR/EIS Comment : Yes

Affiliation Type : Individual

Official Comment Period : Yes

I085-1

Response to Submission I085 (Alicia Covington, September 13, 2011)

I085-1

Refer to Standard Response FB-Response-GENERAL-14, FB-Response-GENERAL-17.

The purpose of the California High-Speed Train System is to provide another mode of intercity travel in California to relieve existing and projected travel demand on the state's existing highway system and airports. The Authority's enabling legislation, Senate Bill (SB) 1420 (chaptered 9/24/96, Chapter 796, Statute of 1996), defines high-speed rail as "intercity passenger rail service that utilizes an alignment and technology that makes it capable of sustained speed of 200 mph (320 kph) or greater." This direction is consistent with foreign HST experience, the experience of the northeast corridor (Boston-New York-Washington, D.C.), and HST studies done elsewhere in the United States, which show that to compete with air transportation and generate high ridership and revenue, the intercity HST travel times between the major transportation markets must be below 3 hours (Behrens and Pels 2012; Levy 2012). Expansion of Amtrak service would not meet the legislative mandate for a high-speed train service and would not provide intercity travelers with an alternative transportation mode comparable to commercial air service or the private automobile. The existing Amtrak system, which uses existing freight rail, cannot provide high-speed train service.

Submission I086 (Mark Cronquist, October 7, 2011)

Fresno - Bakersfield - RECORD #475 DETAIL

Status : Action Pending
Record Date : 10/7/2011
Response Requested : No
Stakeholder Type : CA Resident
Submission Date : 10/7/2011
Submission Method : Website
First Name : Mark
Last Name : Cronquist
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93308
Telephone : 6615879836
Email : mcronqui@gmail.com
Email Subscription : Altamont Corridor, Bakersfield - Palmdale, Fresno - Bakersfield, Los Angeles - Anaheim, Los Angeles - San Diego, Merced - Fresno, Palmdale - Los Angeles, Sacramento - Merced, San Francisco - San Jose, San Jose - Merced
Cell Phone :
Add to Mailing List : Yes

**Stakeholder
Comments/Issues :**

I086-1

My comments relate to the alignment between STA 7000+00 thru STA 7075+00 for alternatives B1 & B2 in western Bakersfield.

1. HST impacts at the crossing over the Westside Parkway are not accurately shown. Everywhere the Parkway is shown on the plan sheets, it is referred to as "proposed". While the future Centennial Corridor may still be considered as proposed, the Parkway is well under construction. Final construction plans are complete showing the final facility that HST will need to cross. It is suggested that the aerial photos be updated to reflect the current state of construction.

I086-2

2. The HST structure required to cross the Coffee Road interchange at Westside Parkway will be the tallest and longest bridge in Kern County. Coffee Road already has high volumes of traffic. Once the Parkway opens, traffic through this part of Bakersfield will only increase. Because of this, the HST structure will be a very visible part of the community. Westside Parkway has spent considerable resources to make the interchange at Coffee Road aesthetically pleasing with decorative lighting, stamped and stained concrete, and extensive landscaping. How will the HST structure complement these improvements? I ask that architectural renderings be done to show how the finished structure will appear. Bakersfield does not want an ugly monstrosity to be built. In addition to looking immediately at Coffee Road, views need to be examined from Truxtun Avenue, along the Kern River bikeway, from the Coffee Road Overcrossing at the BNSF tracks, and from the Parkway itself.

I086-3

3. Regarding drawings CB0799 and CB0772, clearance envelope above the Friant-Kern Canal is not shown. Contact should be made to the Friant Water User's Authority and United States Bureau of Reclamation for minimum height of bridge structure.

I086-4

4. Regarding drawings CB0800 and CB0773, clearance envelope above Cross Valley Canal is not shown. Access to this portion of the canal is from Mohawk Street. To maintain access west of HST for canal maintenance, a bridge or opening would most likely be required. Contact should be made to the Kern County Water Agency for minimum height and width of such a bridge or opening.

I086-5

5. Regarding drawing CB0773, the Cross Valley Canal is being relocated as part of the Westside Parkway construction. Sheet should be revised to show the canal in its final alignment.

I086-6

6. Regarding drawing CB3803, the clearance dimension is shown only for the low side of the superelevation. Is there sufficient clearance at the high side of the superelevation, where it would be critical?

I086-7

7. Regarding drawing CB3803 and other cross-section sheets, how will these large bent structures tie with the architectural theme of the Westside Parkway? I ask that renderings be created to show how these large, bulky structures can complement the current construction. If it is not possible to make these structures more aesthetically pleasing, perhaps it would be prudent to change the design.

I086-8

I086-9

8. The vicinity of Coffee Road is the nexus of water transfer for the greater Bakersfield area. At this location the Kern River, Calloway Canal, Arvin-Edison Canal, Cross Valley Canal, Friant-Kern Canal, and River Canal all intersect. These canals deliver water throughout Kern County for both agricultural and potable uses. They are extremely important to the economic health of the region and the public health of the citizens. What impact will HST, which is to be located approximately 60-feet above these critical facilities, have? Concerns include: (a) contamination of water supply from derailments or emergencies (b) access to HST

Submission I086 (Mark Cronquist, October 7, 2011) - Continued

I086-9	structures given limited space available below (c) seismic stability of the HST structure.
I086-10	9. Given the long length and high height of the HST structure at Coffee Road, how will the rails be accessed or evacuated? Where will the nearest access point from the ground be located?
EIR/EIS Comment :	
	Yes

Response to Submission I086 (Mark Cronquist, October 7, 2011)

I086-1

The aerial photos have been supplemented with the designs for the Westside Parkway. This reflects the situation that will exist when construction commences on the HST. As of January 2013, the Westside Parkway is labeled as "proposed" on the plans because it has not been completed.

I086-2

Refer to Standard Response FB-Response-AVR-03.

See also Mitigation Measure AVR-MM#2b, Integrate Elevated Guideway into Affected Cities, Parks, Trail, and Urban Core Designs, in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS.

I086-3

The minimum clearance for bridge structures over irrigation canals and associated infrastructure varies depending on local, state, and federal agency standards. Coordination with these agencies is ongoing. The minimum standard clearance of high-speed train structures over irrigation canals will be met or exceeded, as required, to accommodate engineering and maintenance requirements.

I086-4

The minimum clearance for bridge structures over irrigation canals and associated infrastructure varies depending on local, state, and federal agency standards. Coordination with these agencies is ongoing. The minimum standard clearance of high-speed train structures over irrigation canals will be met or exceeded, as required, to accommodate engineering and maintenance requirements.

I086-5

The Cross Valley Canal has been added to the drawing to depict the situation that will exist when construction commences on the HST.

Drawing CB0773 in Volume III of the EIR/EIS has been updated to depict the anticipated realignment of the Cross Valley Canal, which is planned as part of the Westside Parkway construction as of January 2013.

I086-6

Refer to Standard Response FB-Response-GENERAL-21.

The drawing referenced in the comment is one of a number of typical sections. As such, it does not provide specific clearances. Rather, the vertical dimensions shown on these typical section drawings are an indication of the expected range of heights of the retained embankment that supports the HST track. No super-elevation is shown on the section because the typical section applies to straight segments of the alignment and both left- and right-hand curves. In setting the locations of the overhead contact system supports, the full envelope of left- and right-hand curve super-elevations is taken into account so that there is no conflict with the range of typical conditions. The fact that super-elevation is not shown on the drawing is identified in a note at the top right-hand side of the drawing.

I086-7

Refer to Standard Response FB-Response-AVR-02.

I086-8

Refer to Standard Response FB-Response-AVR-03.

See also Mitigation Measure AVR-MM#2b, Integrate Elevated Guideway into Affected Cities, Parks, Trail, and Urban Core Designs, in Section 3.16, Aesthetics and Visual Resources, of the Revised DEIR/Supplemental DEIS.

I086-9

Refer to Standard Response FB-Response-PU&E-03, FB-Response-S&S-02, and FB-Response-S&S-05.

Design of elevated structures would incorporate appropriate building codes and standards. As described in Section 3.9, Geology, Soils, and Seismicity, Impact GSS #11, the HST design would address seismically induced ground shaking by specifying minimum seismic loading requirements for any elevated structures. As an electrified passenger train, the HST would not be carrying a significant quantity of material that could contaminate a water body if released to the environment. There would be small

Response to Submission I086 (Mark Cronquist, October 7, 2011) - Continued

I086-9

quantities of lubricants for the engine and wheels, chemical toilets, and miscellaneous cleaning supplies. In addition, one critical element of HST design is the prevention of derailment, an event that is considered to be highly unlikely and substantially lower than that of currently operating rail lines.

The design presented in the Revised DEIR/Supplemental DEIS is preliminary. Because the guideway would be elevated in the areas identified, it is likely that disturbance to these water facilities would be avoided during final engineering design. The Authority would work with water transfer districts and landowners to protect those systems.

I086-10

Emergency access stairs from the viaduct to ground level are provided at a maximum spacing of 2,500 feet in accordance with National Fire Protection Association Standard 130. Access stairs will be located near Brimhall Road and the Kern Canal. These stair locations are shown on the structures drawings presented in Volume III of the Revised DEIR/Supplemental DEIS.

Submission I087 (Jacalyn Crusha, October 7, 2011)

10-07-11P01:05 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I087-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:

Jacalyn Crusha
[Name]

9/30/11
[Organization]
Date

Response to Submission I087 (Jacalyn Crusha, October 7, 2011)

I087-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I088 (Jennifer Cruz, September 13, 2011)

Fresno - Bakersfield - RECORD #198 DETAIL

Status : Action Pending
Record Date : 9/13/2011
Response Requested :
Stakeholder Type : CA Resident
Submission Date : 9/13/2011
Submission Method : Website
First Name : Jennifer
Last Name : Cruz
Professional Title :
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93305
Telephone : 6613220679
Email : jennifer3261@sbcglobal.net
Email Subscription : All Sections
Cell Phone :
Add to Mailing List : Yes
Stakeholder Comments/Issues : I am very happy to know that we are going to have a California High-speed Train at Bakersfield, I like the project is going to be a better future for Bakersfield residents, but I would like to know What is going to happen with all people that we live in the houses that are in the map where you guys going to build the rail road??
I just want to know if you guys are going to buy our houses, or are you guys giving us a different place to live? I would like to have an answer to this uestions please.

Thanks!
EIR/EIS Comment : Yes

I088-1

Response to Submission I088 (Jennifer Cruz, September 13, 2011)

I088-1

Refer to Standard Response FB-Response-SO-01.

Submission I089 (Joyce Curtis, October 7, 2011)

10-07-11 PM 1:00 RCVD

Board of Directors
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Request for Extension of EIR/EIS Comment Period - Fresno to Bakersfield Section

Dear Chairman and Members of the Board:

I089-1

We support the request of J.G. Boswell Company, dated September 8, 2011, for an extension of time to review the EIR/EIS documents of at least 180 days.

Signed:


[Name]

[Organization]

9-30-11
Date

Response to Submission I089 (Joyce Curtis, October 7, 2011)

I089-1

Refer to Standard Response FB-Response-GENERAL-07.